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DK'S OKAY!

**HOW KNIGHTER BOUNCED BACK
FROM HIS SEASON FROM HELL...**

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FOR THE AMCA AND
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COVER: With a pair of MX2 world titles signed, sealed and delivered Marvin Musquin's headed Stateside in 2011 to take on the Yanks both indoors and out © Ray Archer

CONTENTS: FatCat boss Martin Craven drags the magazine machine's bars through a perfect berm © Sully

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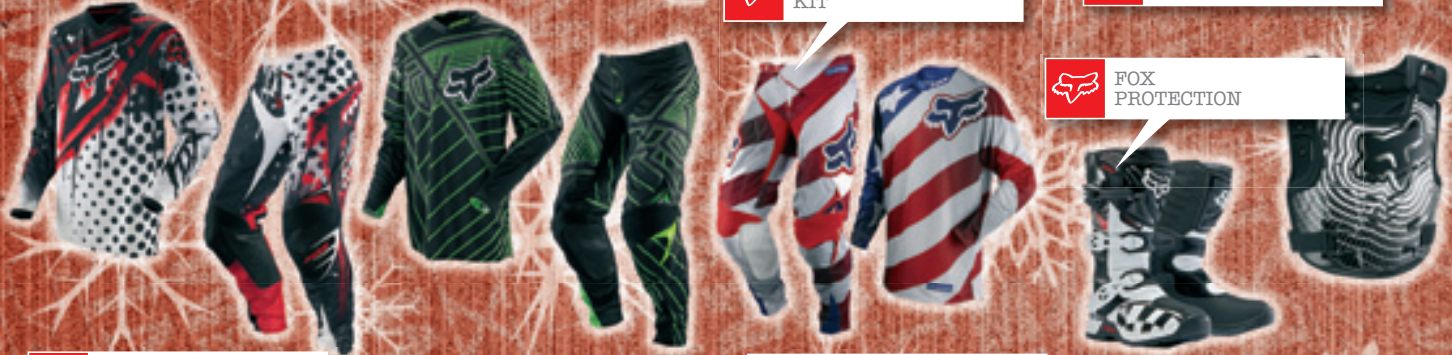
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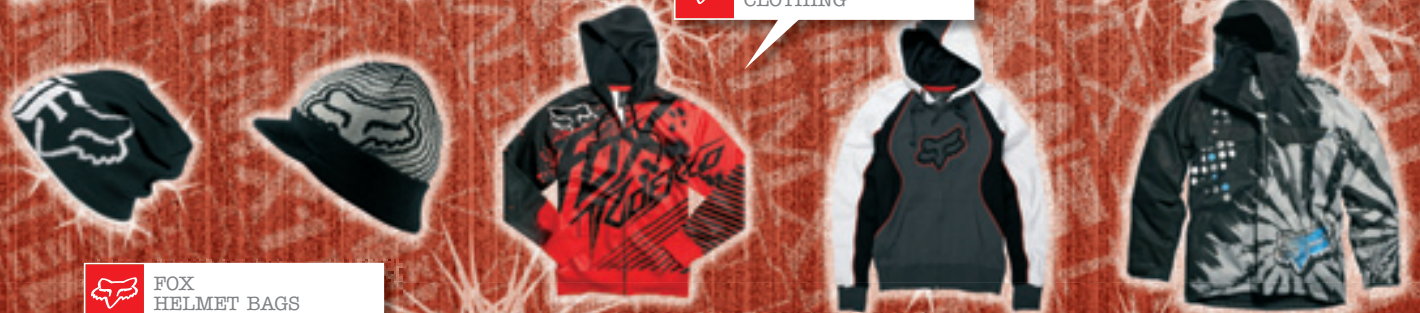
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COMMENT

There's something about sports like motocross, enduro and trials that breeds heroes in a way that few other sports do. It's hardly surprising though, is it?

That sports that call for bravery, resilience, determination, guts, bloody-mindedness, testicular fortitude and the ability to stare fear in the face and laugh attract participants who on the whole have got the sort of qualities we'd all like to have or be proud to see in our kids.

If you're looking for a role model then you could do a lot worse than Josh Coppins. As a 17-year-old the Kiwi moved halfway around the world to chase his dreams. Ill-prepared and under-funded, Josh gritted his teeth, rolled up his sleeves and got on with the job. Now, 16 years later he's finally getting ready to head back home Down Under. He never quite caught up with his dream of being world champion but no-one could have chased it harder or for longer and along the way he proved time and time again the power of the human spirit. He may have no world crowns to compare with Mickael Pichon's two or Stefan Everts' 10 but in a weird 'British' way that makes him even more of a hero.

Then there's David Knight. Unlike Josh, Knight's won three world titles – plus an AMA crown – and while the silverware kinda makes him a hero by default the way he goes about the job adds to the DK legend. In this month's Pro Probe a reader asks him what's the toughest event he's ever ridden and he doesn't mince his words. "Definitely the Giles Lalay Classic," reckons the Manxman. "My first extreme enduro and the only real extreme enduro there has ever been. My jacket and Camelbak were frozen solid, it took me 23 hours to complete and I still have nightmares about parts of the course. It was awesome."

The pair met at Weston last month where DK came out on top of a whole bunch of heroes battling for three hours on the Somerset sand – the majority of them the sort of every day, hard-working heroes that keep the sport alive at grassroots level in this country. And out of the 500-odd heroes who lined-up for Sunday's main race was anyone more heroic than Ty Kellett? This time 12 months ago we were all fearing the worse after the horrific start straight crash that left him in a critical condition in hospital. One year later the teenager was back on the sands, steering his 125cc screamer through to a top 40 finish.

Hardcore racers who've no interest in trials may under-estimate what it takes to make it in the feet-up game but anyone who's ever tried the sport will know it takes serious cojones – something I learned very quickly as a nipper on a New Year's Day at Back Cown Quarry when my own cojones retreated from the freezing temperatures to a much warmer place up near my kidneys. And even the horrors of a Rochdale DMC trial on January 1 – or falling off the seesaw at Junior Kickstart – pale into insignificance compared to the rigours of the Scott time and observation trial which has just been won by Yorkshire hero James Dabill.

In this day and age we're surrounded by media-made 'heroes' who can run around for 90 minutes, command six-figure weekly wages and allow their stick-thin WAGs to dress them up like, well, utter bellends. I wouldn't say no to their salaries (or a few of their WAGs) but I'd rather my kid grew up admiring the qualities of a Kellett over a Cole...

Sean

**New British MX1 champ
Evgeny Bobryshev has signed
for Martin Honda for 2011**



NEWSH PAW UND!

THE DEPUTY DAWGER DELVES DEEP TO DELIVER A DEVASTATINGLY DIRTY DOSE OF DIRT BIKIN' NEWS...

Deathline weeks have a nasty habit of wiping us out here at DBR as we dig deep and pop in 38-hour days – what do you mean that's impossible? – to get the magazine to the printers on time while keeping the content fresher than a Brighton breeze.

As you can imagine a week like that leaves us feeling a little worn out so you'll understand why Sean and I were somewhat tardy getting to Hawkstone Park for the final round of the Maxxis that just happened to fall a day or so after our monthly week of office hell – especially when you count in an obligatory stop for an Olympic breakfast and a coffee on the way. Anyway, by the time Team DBR rolled up to the party in the park all fed and caffeinated the event had been called off and the champions crowned.

While CAS Honda's Evgeny Bobryshev and Bike It Cosworth Yamaha's Zach Osborne were pleased as punch to seal the deal without turning a wheel the cancellation left a sickly taste in the mouths of Stephen Sword and Jake Nicholls who were both forced to swallow defeat and settle for second in the series standings. But despite an amount of moans and protests the ACU decided to stand by their decision not to run on the day or rerun the event altogether at a later date.

Some good news to come out of Hawkstone is that Maxxis MX2 bronze medallist Martin Barr has signed for the Proppa.com team for 2011 where he'll be stationed alongside Nathan Parker and riding KTM machinery. Yup, Steve Turner's

Proppa.com team will be KTM UK's official MX1 team next year and will run 350s in the Maxxis, Red Bull Pro Nationals and some selected GPs.

In other KTM team news Roger Magee's HM Plant Red Bull KTM UK behemoth will continue to run Jake Nicholls in MX2 where he'll be joined by Jordan Booker for a full season of GPs. And 18-year-old Carrickfergus disco dancing champion Graeme Irwin will move up to MX1 and like Barty and Nez over at Proppa will be running an orange 350F in among the fo-fiddys. Hmmmm, interesting.

In other silly season news British champ Bobryshev's confirmed for Martin Honda and Ben Townley's set to return to the GP scene where he'll be plying his trade alongside British battlers Tommy Searle and Max Anstie – albeit up in MX1 – at CLS Kawasaki. While a whole heap of stars are still yet to confirm who they'll be riding for the battlegrounds for the world championship venues are all sorted – bar one – according to the FIM and Youthstream who released their dates just this week.

The series starts in Seville again on April 10 before heading through The Netherlands, America, Brazil, France, Portugal, Spain, Sweden, Germany, Latvia, Belgium and the Czech Republic before coming to the UK for round 13 on August 21. After that there's a TBA race before the season finale in Italy and the MXdN in France on September 25. But forget about that for a moment because you wanna know where the British round is, right?

Well, in case you hadn't heard already it's the frickin' fantastic Matterley Basin where race



promoter Steve Dixon is flat-out installing some necessary improvements to make our GP the best of the year – well done that man.

With the GP dates out in the public domain it won't be too much longer until the Maxxis and Red Bull Pro National dates and venues are released. Although we can't tell you when they're gonna happen we can confirm that the Maxxis venues are gonna be Lyng, Canada Heights, Duns, Desertmartin, Foxhill, Little Silver, Milton Malsor plus one other although probably not in that particular order. You may notice that there's no Farleigh Castle on that list for 2011 – the good news is that it's gonna be back on the schedule for 2012 or at least that's what Series Manager Bryan Higgins claims.

One date you can definitely put in your diary is the upcoming Motorcycle Live show that'll be held at Birmingham's NEC between November 27 and December 5. While there'll be plenty to impress off-road fans for the full duration the big day for dirt bikers is gonna be Saturday December 4 when a whole heap of motocross celebrities including Jake Nicholls, Seb Pourcel, Geoff Walker, Gautier Paulin, Martin Barr and Nez Parker will be in the Off-Road Zone to meet and greet folk, sign autographs and take part in fun quizzes and stuff.

The morning after Dirt Day is the DBR/T+MX,

FatCat Motoparc and Dirtbike-Traxs promoted FatCat Grand Prix which will be your last ever chance to ride on the old FatCat site before it's flattened for good. There'll be two hare scramble style races happening on the day with the first being a 90-minute kids race for eight to 14-year-olds which will be followed by the four-hour Main Event for Experts, Over-40s, Clubmen, Sportsman and Senior A riders in both Ironman and Team divisions.

It's gonna be an awesome event for sure as more or less every inch of the old FatCat site will be used to create a massive lap that'll link together all your favourite parts of the motocross, supercross, endurocross and practice tracks – it's basically gonna be a massive dirt bike blow-out of mass proportions. You can get entries and a little more information right now by calling Sarah on **01524 834062** during office hours.

If you're reading this and thinking 'aaargh, no more FatCat' then don't despair because the facility will continue to be open for practice sessions and race events over on their sandtastic new site that's situated slap bang next to the motorway. The basic location and entrance is still in the same place – literally just yards from Junction 4 of the M18.

I was lucky enough to check out the new race and practice tracks a few weeks back and can

honestly say it's sweeter looking than Sarah Harding's succulently sculpted ass and just as much fun to ride – or so I'd imagine! Seriously though, the all-new FatCat is a serious step in the right direction and it's gonna change the way people perceive motocross facilities in the future. Check out www.fatcatmotoparc.com for more details.

Before I step away from t'Yorkshire off-road scene completely I gotta shout out a big well done to Leeds' #1 trials star James Dabill who finally held it all together to win the Scott time and observation trial on his Gas Gas. As well as being Dibs' first win in this classic event it's also the Spanish marque's too which is why Shirty looked doubly happy at the finish – that and the fact that he hadn't just put himself through hell by actually riding in the trial.

Although all the finishers of this epic event deserve a ton of respect a special mention has to go to downhill mountain bike world champ Steve Peat who finished a fantastic 57th on his rusty but trusty Beta despite breaking a chain. Still, even with that small problem he fared a feck of a lot better than 12-time world trials champion Dougie Lampkin who DNF'd five sections in. I tell thee Dougie, you should never underestimate the dark and destructive power associated with running the #199...



We're heading back to Matterley Basin for next year's British GP – woot!



Ben, Marty, Nez and Steve – looking PROPPA good in orange



Steve Peat adds a Scott Trial finish to his impressive list of achievements



The all new FatCat track – does it get any sweeter?

© John Hulme

BACK IN THE DAY!

A RANDOM TRAWL THROUGH THE
DIRT BIKE RIDER ARCHIVES



January 1989:

We were going supercross crazy over 20 years ago with a great Jack Burnicle shot from Paris Bercy gracing the cover with French legend Jean-Michel Bayle nearest to the camera. Inside we tested that year's Honda MXers, marvelled at the rebirth of CCM and reported from a Weston Beach Race won by Dave Thorpe.



January 1999:

Fast forward a decade and this month's cover star is a young, slim Tony Marshall testing the latest 125cc offering from Husqvarna. Inside Jacques Burneecal's living it up at Bercy yet again, Jeremy McGrath's answering readers' questions on what it's like to be a supercross god, Justin Morris signs for TM and we do some daft sort of MTB/snowboard/tromboning crossover thing that must have made sense at the time...

To trawl through more back issues of DBR hook up to www.dirtbikerider.com and click on the digital vault button – new issues are constantly being added so keep checking back...



THE REVEREND NERVOUS ENERGY!

THE SEASON'S OVER AND JAKE'S SUPPOSED TO BE WINDING DOWN BUT YOU WOULDN'T BELIEVE IT FROM WHAT HE'S BEEN GETTING UP TO...

Words by Jake Nicholls Photo by Suttty

Hellooo! Well, everything is slowly starting to quieten down for me right now. Obviously, it was a fairly pants way to finish off the year at Hawkstone with it being cancelled – the track was a mess but something should have happened about it instead of just cancelling it altogether. I thought that was ridiculous. It was going to be very tough for me to win the championship but I wanted to fight for it anyway and I was gutted as well because I love Hawkstone and I was really confident coming into that race. But such is life...

So the highlight of that weekend was Saturday night watching the Herd in a big mess in Nigel Arnold's Pussy party – pretty funny. We came home Sunday afternoon then made our way to the pub that night for a few pints of Guinness to cap the season off.

I chilled out a bit that week but soon I was bored so I've been going down my dad's yard at Fork Rent, cleaning machines for them and just doing bits and pieces like that. It's not exactly glamorous work but I do want to get into the business and you've got to work your way up so I've been doing that 8am until 6pm pretty much every day. It's nice to have a change to be honest and I think jobs like that are so much easier than being a professional racer. I'm sure it's different if you're self-employed as you then have the added pressure of getting your own work but when you go to work for someone you do the jobs on hand then go home. No stress.

Everyone I say this to is not so sure about it but I was talking to a couple of local lads – Syd Bales and Aston Bird – who I'm sure a lot of you have heard of. They're two great talents from round here and Aston actually helped me a hell of a lot when I first started riding. Anyway, they both had the chance to make it and had a year or two where they were racing and that was it and now they're working in normal jobs and they both say how hard it was and how much easier it is to have a normal settled job.

It's interesting, I wouldn't change my job for the world and I have this ridiculous build up of energy at the minute now that I'm not constantly racing and training so I dread to think what I'd be like if I did a normal job the whole time – but I'm sure that's just my age.

I booked my mechanic Wayne, dad and a couple of his mates as well as Tony Marshall and the Holeshot King onto a track day at Silverstone with the Ron Haslam School. I've already been a couple of times during the season but just kept it quiet so I already knew how good it was and we all had a mega day. Personally I love it, I'd never ridden a road bike before I went there in August and I'm pretty much addicted now.

This was my fourth time on the CBR600 and every time I've been Kieran Clarke has taken me round. Most of you will remember Kieran – he was a top schoolboy

and Maxxis rider in his early years before having a lot of trouble with his knees so he moved on to road racing where he was straight into the top five in BSB before having some other injuries. But he's making his BSB comeback next year. He's bloody mega on the Tarmac and I've been privileged to have him teach me.

We were having it last time round – 160mph down the straights and leaving dark marks round the bends. It's so different to MX but similar traits are needed and I have so much feeling on the Tarmac thanks to the dirt – it's just like riding Golding Barn on steroids and with your knee sliding on the floor instead of your boot. The last session was pretty funny as Kieran and I caught up to Wayne and as we followed him out of a bend the ass end slipped away slightly and then bit big time – I was nearly crying behind the visor and I think for a split second both wheels were off the ground! Then in the last corner I saw a bike sliding across the track and it was big Tony who'd lost the back end – so funny! Tony was going good as I expected, he's got ridiculous amounts of talent on two wheels.

So we came home and went out for a curry and few of my boys turned up too so that was cool. Next day it was time to do some testing on the 2011 250F, next year's race bike which I was so excited about. It went really well and the bike is absolutely awesome and that's an understatement. I cannot actually wait to race that thing and we're in the very early days of development with it. I got to ride it for two days and at the end of the second day my mate Tom came over and rode in the afternoon and he finally busted all of my jumps on the track which was cool – he was loving it once he did them all!

We went to the pub afterwards, drank and chatted until we got thrown out, then we went go karting the next morning for my dad's works do which was hilarious! My wheel flew off while I was lining up a take out on Broom – one of our mates who's also a fitter for my dad – so the final had to be restarted. I ended up third behind Tony and Pistol Pete but it was messy. That night I drove to Blaxhall for an Eastern Centre race at one of my favourite tracks – it was a brilliant day and the track was awesome and I gave my prize money to the air ambulance fund which the club has raised a lot for.

I recently received a couple of assets to my training from www.dirtbike-gym.com so that was cool and I look forward to getting on them when I start training again in December. Also some great recent news is that I will be staying with Fox Racing next year which I'm well pumped about – they're an absolutely awesome brand and I'm lucky to be a part of them...

Go Hard #45

marvel green

phantom blue

marvel blue

phantom red



orange

red

black/orange



red

black

blue

marvel blue



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BLOOD SWEAT AND GEARS

Welcome race fans to another column from the UK's biggest off-road weekly TV show – Blood, Sweat and Gears – in the UK's biggest-selling off-road magazine.

First things first, let's get down to business and give you an idea of what's coming up over the next five weekends. Starting tomorrow – November 6 – we've got action from the ACU British Quad Championship before we run back-to-back broadcasts from the British Masters MX series on November 13 and 20. After that there's a slice of cross country craziness from GBXC on November 27 before more quad racing on December 4.

Okay, with that out the way there's just time for a quick apology to my girlfriend – the lovely Estelle – before I get going on the subject of the one true love of my life.

Off-roading has been my passion ever since attending my first event at the tender age of five, back in the day when jumps were nothing more than a few railway sleepers tentatively balanced over a mound of dirt. Motorbikes captured my imagination in a big way and made me feel short of breath and tingly inside. Watching those old scramble meetings was always a pure, unadulterated joy.

But this was no boyhood crush. I didn't know it at the time but it was actually the start of a life-long love affair. I wasn't fortunate enough to compete in youth racing so every spare moment I would spend making my own tracks on wasteland, racing around on clapped out old push-bikes until they fell apart.

But by 16 I'd saved enough for my first bike. I'll never forget it. It was a 1981 125 Honda – the first with water-cooling and a Pro-Link monoshock. It cost £400. And like some of my less successful romantic endeavours, I spent every penny I had trying to keep that sweet but ultimately doomed relationship alive.

Even now – at 44 years of age – I still get that same uncontrollable buzz like a giddy schoolboy. Estelle turns a blind eye to my motocross affair. And I really do think 'affair' is the word – motocross is my mistress. I spend every minute daydreaming about my lovely bike. I contrive excuses to spend time in the garage, just so that we can be alone together. And I might be a soft touch but I still can't resist treating my beautiful engine to expensive gifts like a shiny exhaust or some new plastics and graphics so she looks her best when I take her out to the track. Don't think I haven't seen the envious glances from other riders!

Admittedly, now and again, I can't help drooling over the exotic factory models in the magazines. But deep down I know I'll never stray. My relationship with my bike means too much to me.

Okay, so some of you are probably thinking I've gone soft in the head. But I'd wager that a lot more of you feel exactly the same way I do. For us it's more than a hobby. It really is a love affair. And that's why presenting Blood, Sweat & Gears is the greatest job in the world. I get to show other people what we already know – that riding a bike is the most fun you can have with your clothes on.

Until next month, ride safe...

BLOOD SWEAT & GEARS is on the Extreme Sports Channel (Sky 419/Virgin 527) every Saturday. **Check listings for details.**



CROCKSTAR PARTIED OUT!

AFTER A FEW DAYS LETTING HIS HAIR DOWN GORDY'S GLAD HE GETS MOST OF HIS KICKS ON THE TRACK...

Words by Gordon Everhard Photo by Suttty

Hey my reading friend, I'm a tad down on brain power today – I just had a pretty big weekend of living like an irresponsible adult and now it's Tuesday afternoon and I feel like it's Monday morning. I guess I wanted to kick the winter off with a bang and equally rubber stamp the closure of my 2010 racing season. So my team and I joined some loser friends and hit the town to sample some of the temptations of the good life.

It was ace but I couldn't hack living like that all year round. I would say a large proportion of society do and to me it has got to be so boring after a while. Everything in moderation and all that logic. I'm incredibly grateful for having a hobby that requires my active input – motocross gives you the opportunity to get a lot of boxes ticked that regular living doesn't offer. At any one time on the bike you can explore many feelings – fear, confidence, adrenalin, pride, strength, weakness, exhaustion, love, hate, flawlessness, clumsiness, precision, ruthlessness, vulnerability, glory, defeat, respect, passion. The list goes on...

I think being exposed to all those emotions doing a sport is a very positive way to live and feel alive without having to shape your life by trying to experience those feelings in normal day-to-day living. Kids need to get their kicks and do exciting things. So do adults too. Imagine trying to replace the highs that MX gives you in a non-sporting way? You'd need to be doing some pretty dangerous stuff to get the same rush. All of a sudden your life could resemble an episode of Eastenders or Dog the Bounty Hunter!

The Belfast Supercross was last Saturday and fair play to John Hellam for taking on the challenge of promoting it. Every ticket was sold. Complete sell out. That's 4,800 in the stands and all the corporate suites sold too. Well done for achieving that to Future West Promotions. I didn't think the track was brilliant and would have preferred a different design. In my opinion there were a lot of small jumps all crammed into one section. Less jumps but bigger and more spaced out ones would have been more spectacular and generated more speed and higher, longer air time. I had to use extreme gearing to get the engine to cope with such short gaps between the jumps. I rode the Paul Bird Motorsport KX250 two-stroke in second gear for the entire

event. That's normal for UK supercross. But I had to run 12T/51T gearing. That's the same as running 3.5 teeth more on a stock rear sprocket.

I didn't win and that really has pissed me off quite a lot if you hadn't already worked that out. But, hey, life goes on...

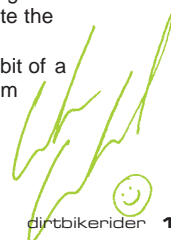
We had a good laugh afterwards in the club. I made a new friend from Russia and spent most of the night acting the clown dancing with him. Bobby British Champryshev was rightly at himself and I was pleasantly surprised how much fun he is. That was the first time I had ever spoken to him and shared some craic.

We had a party in my van after the after-party and the main goal was to play as much traditional fiddly dee skiddy dee aye Irish music as loudly as possible and to actually rock the van so much from side to side it almost tipped over.

I'm on a break from racing now and will get myself into gear with coaching over the winter and making all the necessary arrangements for the Winter Training Camps in Spain starting early January. As much as I enjoy the four seasons, I have little interest in suffering the cold, wet, dark winter weather that the UK is blessed with. Riding bikes in UK winters can become too much hassle for the fun and gain that is returned. Trials competitions were how I spent my winters during most of my career and I would advise any MX guy to consider doing that before hammering through mud, snow and frost all winter long on a motocross bike.

Right now I have no plans for 2011. I want to race and I would like to try and find a way to do it better than I have this year. I haven't spoken with anyone about me riding for them but I do intend to start chatting soon. There appears to be no paying rides on offer for the level of rider that I currently am. So I don't feel that I need to be in too much of a hurry, especially when you consider that I only agreed this year's deal 10 days before the first British championship of 2010. I think I'll go to the Stoneleigh Dirt Bike Show and see what state the situation is from there.

I'd love to go on holiday for a bit of a rest and five minutes time out from everything but that's not looking likely right now though. Okey dokey, ta for reading – perhaps see you somewhere random...





DIGGIN' THE DIRT!

THE OFF-ROAD INDUSTRY HEADS BACK TO THE NEC FOR CAROLE NASH MOTORCYCLE LIVE

"There's no business like show business," sang the members of Buffalo Bill's Wild West Show in the 1950 smash hit musical *Annie Get Your Gun* and, gosh darn it, the members of Buffalo Bill's Wild West Show were rootin', tootin' right!

For the past 11 years we've been seriously spoilt by the Dirt Bike Show at Stoneleigh Park and in 2009 the organisers of the Carole Nash International Motorcycle and Scooter Show at Birmingham's NEC stepped up to the plate with a dedicated dirt zone. That's not one but two shows catering for the dirty-minded! Double bonus!

Renamed Carole Nash Motorcycle Live for 2010, the NEC show has had a rethink about how best to present the wonderful world of dirt to

the road-riding masses and the result is the new-look T+MX and DBR Off-Road Zone which is offering something for everyone.

For children from the age of six there's the Suzuki Off-Road Experience while adults can try the more challenging indoor Yamaha Off-Road Experience under the watchful eye of former GP rider Barry Johnson. And there's also an outdoor enduro trail – part of Geraint Jones Yamaha Enduro Experience – which takes riders out into the woodland surrounding the NEC.

If voyeurism is your thing – hey, don't knock it until you've tried it – there's the Ramp'd Up Freestyle Motocross Arena where top freestyle riders Chris 'Swampy' Birch, Chris Brock and Jamie Squibb are putting on a series of jaw-dropping displays. And knowing Squibby

probably a few crashes n'all...

When you've finished with your off-road fix the rest of the show is well-worth a look. Chromed hogs and carbon-fibred crotch-rockets may not float your boat but there's plenty of 2011 dirt bikes on display from the likes of Yamaha, Suzuki, Honda, Kawasaki and KTM. And girls. Lots of girls. Lots and lots of lovely, lovely girls.

Carole Nash Motorcycle Live runs from **November 27** to **December 5**. Tickets are £15 in advance for adults, £10 for Seniors, £5 for children aged 11-16 and kids under 10 go free. All riding experiences are free. The Ramp'd Up display is £5 per person. Terms and conditions for all riding experiences apply – for more details go to www.motorcyclelive.co.uk



WIN!WIN!WIN!

TICKETS FOR CAROLE NASH MOTORCYCLE LIVE MUST BE WON

How do you fancy checking out the sweet sights and sounds of **Carole Nash Motorcycle Live** – on us? We've got **10 pairs** of tickets up for grabs and to be in with a chance of winning a set all you need to do is tell us where the show's being held.

Is it:
A: London
B: Bristol City
C: Birmingham
D: Manchester

Think you know? Okay, next step is to hook up to www.dirtbikerider.com and follow the competition link, fill out the required fields, check the terms and conditions box and hit transmit. The competition closes at noon on **November 22** when the first 10 correct entries drawn totally at random will each win a pair of tickets.

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SWORDY

CRUNCH TIME!

SWORDY AND FAMILY FLY OUT TO DUBAI FOR SOME HARD-EARNED R N' R WHERE JODIE SPOTS A CELEBRITY COUPLE...

Words by **Stephen Sword** Photo by **Sutty**

This month started out not as I had hoped. We went to Hawkstone to race and everyone knew it was going to rain the whole day so they took some precautions on the track and cut out the big hill. We got there at 8am and were told that we would not go out on track until 11am so we waited and waited. As you know, it ended up being cancelled by the ACU. I wasn't that happy with the decision and I thought they could've run to be honest but it wasn't to be for this year. The ACU had the final say!

I was disappointed not to get a shot at the title after slowly closing the gap on series leader Bobryshev and who knows what could have happened in those conditions? It's good to see that the ACU will have a reserve date booked in for next year in case this happens again. Thanks to all the fans for coming out to watch – they were prepared for the rain and so were most of the riders so I think many people came away annoyed. However, it meant a lot that so many still turned up. One thing about MX is we have great supporters. Also well done to Bobryshev – he deserved the championship as he was so consistent all year.

The next day I flew out for my holiday so although we were both annoyed and disappointed about not racing at least we would have some family time as the off-season was finally here. The flight was seven hours to Dubai and, thankfully, Ayrton slept the whole way as we started getting into the holiday spirit with a big glass of wine and movies on the plane. Last time we went with Ayrton he was so easy but this time we were in for a shock – little did we know at this point! For the first five days there he was teething so was sick all the time and awake all night. Thankfully, on the sixth day he got better and was easy from then onwards. He can now jump in the deep end and swim on his own with armbands. He has no fear of the water and loves it so that was cool to see him enjoying himself so much.

We were out for food one evening when Jodie, being her usual quiet self, shouts out really loudly to me "look there's Crunchy, you know Crunch and his girlfriend". Me thinking she's mad wonders what she's talking about so I

look round and standing next to us, having heard everything Jodie's just said, is Peter Crouch and his girlfriend Abbey Clancy. I would have gone up and said hello but after what the missus just said I needed to get out of there. Why are women so crap with footballers' names or even who they are unless, of course, it's someone like Becks?

The next day we were in the pool with Ayrton and Jodie gets talking to some girl and is chatting away about women's stuff, then it dawns on me that it's Abbey again. I could tell Jodie didn't have a clue but somehow through their conversation the penny finally dropped. She'd only just seen her the night before – you would think she would remember what she looks like! Anyway, I'm looking for Peter but he'd gone home and Jodie is now busily telling her what a pro rider I am – how embarrassing! She actually knew about motocross so Jodie was in her element talking about the sport and me as if I was a star, bless her.

Overall, we had an amazing holiday and by the time it came to go home we were gutted as we missed five days due to Ayrton being ill but still had a great time. The flight back was harder as it was a day flight so keeping Ayrton entertained for seven-and-a-half hours was tricky but Tractor Tom helped. Next time night flights both ways!

We went to Lisa's and Josh's leaving gathering as they are off to New Zealand to live. Myla and Ayrton kept kissing each other so I get the feeling he will miss her also. Good luck to them and I hope it is a wonderful new start for them both, Myla and bump.

I took Ayrton to the Weston Beach Race and was gutted I didn't ride as the weather was perfect. My broken finger wasn't 100 per cent so a three-hour race would not have been good for it. There's no way I can keep the little man away from bikes – he's obsessed with them and will just sit on mine for hours and screams when you take him off.

I've got a couple of ride days coming up then three days at the Dirt Bike Show so I will probably see some of you there.

Braaaap #71

Handwritten signature: #71
dirtbikerider **21**



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DAVIDKNIGHT

THE THREE-TIME E3 ENDURO WORLD CHAMPION ON DROPPING 50K, NOT DROPPING TADDY BLAZUSIAK AND WHY AN EVENT IN '01 IS THE TOUGHEST THING HE'S EVER DONE...

Interview by JP O'Connell photo by KTM Images/Red Bull Photofiles

Q: Which would you consider to be the toughest course you've ever competed on?

Christian Adams, Dorset

A: "Definitely the Giles Lalay Classic in France. I rode in the last one held back in 2001 – my first extreme enduro and the only real extreme enduro there has ever been. I finished fourth, five minutes from winning after losing 30 minutes when my chain got jammed. My jacket and Camelbak were frozen solid, it took me 23 hours to complete and I still have nightmares about parts of the course. It was an unbelievable feeling of achievement when I got to the finish, more so than any other race I've ever done. It was awesome."

Q: Now you've got three Enduro 3 titles under your belt do you ever see yourself contesting the Enduro 2 class for a change?

Darren Phillips, Stockton on Tees

A: "Yes, maybe next year I will be E2. I want to test the new bikes and whichever I feel most comfortable on and times are coming the easiest on I will race – whether that's four-stroke, two-stroke, E2 or E3 I don't know but they are all possible at the moment."

Q: What was it about the BMW that made it so hard for you to ride competitively?

Adrian Davis, Wellington

A: "The main problem with the BMW was the swingarm pivot running through the front sprocket on the same axis – the bike actually lifts on the rear under acceleration instead of squatting so it doesn't grip – and then the engine rotation runs backwards so when you hit any soft terrain and try to power through it, it actually lifts the rear and quite often faceplants you into the ground!"

Q: Having watched you dominate the Weston Beach Race in the past do you think you'd be able to hold your own at a motocross GP at somewhere like Lierop or Lommel?

Martin Reed, Porthmadog

A: "Motocross GPs are very different to Weston but I would like to have a go at a GP in the deep sand as I know my qualifying lap would be there or thereabouts. But I would find the first few laps bashing bars a bit different and that's where I think I'd struggle a lot with a GP. But I'd like to have a try one day soon."

Q: Are you and Tarah now officially the fastest couple on two wheels!

Darren Carter, Woodbury

A: "Yep, I reckon we are! Maybe there needs to be a race for couples so we can see for sure! Ha ha."

Q: As far as confidence goes did the whole BMW affair have you doubting your own ability or were you always sure that you'd be able to pull it all back around?

Alan Hopkins, Gosport

A: "I always knew I would come back and win as I was so miserable riding the thing that I bought a Honda 450 and my times were way faster – it was a pleasure to ride. And also Salminen and Tarkkala were completely useless the same as me so I knew all three of us hadn't ran out of talent overnight. Sometimes even knowing all this you do have moments that you start to doubt yourself and I think getting off the BMW when I did probably saved my career."

Q: Did you find the GNCC racing in America less of a challenge than the EWC?

Tony Lampert, Hambledon

A: "The GNCCs were probably more of a challenge as it is racing rather than against the clock like I was used to and although the riders aren't as fast as some riders in the EWC they are incredibly fast over three hours on tracks that quads have raced the previous day. It is a very, very different challenge more than anything and something I had to learn from scratch."

Q: Now that it's all in the past just how pissed were you when Taddy beat you at the Las Vegas Endurocross and did you out of 50K?

Colin Appleton, Braintree

A: "When your team manager tells you that your team-mates are gonna help you win a 50 thousand dollar bonus in a series you have done for no extra salary or bonus and are on the verge of winning, when you're told to ride steady so you don't mess up the championship, when one of your team-mates rams you in every corner so you let him past thinking that he is gonna let you back past before the finish and doesn't made me really pissed! I learned a big lesson that night – never trust anyone and race to win even when you are told otherwise! Although the Yanks all thought I launched my bike at the Polski I didn't but I bloody should have because if I wanted too I wouldn't have missed!"

Q: You seemed to really enjoy the British Enduro Sprint Championship this year – do you prefer its format over the EWC?

Jonty Edmunds, Derby

A: "I enjoyed the sprint series as it's mega for getting test time and setting up a bike but I still prefer a proper world enduro with a good variety of terrain and special tests."

Q: Do you have a physical training regime or does your fitness come solely through riding?

Conrad Smith, Fareham

A: "I ride my bike mainly and do a lot of extreme riding in the winter – pushing and shoving is brilliant for training. I do a bit of cycling when I get a chance and also a bit of circuit training on the miserable winter nights but I think riding the bike is the best for me."

Q: What goals have you set yourself to keep your motivation high for next season?

Neil Jenkins, Helston

A: "To try and win every round of the EWC – very difficult to do but I have big motivation to try and do it again with the new bike. I think if the winter testing goes well it is achievable."

Q: Which types of terrain/conditions do you most prefer and which do you most dislike?

Graham Barnes, Southbourne

A: "I like most terrain – rocks, forestry, clay, sand – but really enjoy softer terrain when it gets rough and rutty and big, big sand whoops. I probably dislike grass tests the most as it's frustrating when you want to push the bike hard, slide it into corners and be aggressive as this is the slowest way to ride grass but the most fun way. Also tests that are like powder – when it's really dry and dusty with big ruts you can't see – are pretty horrible."

Q: Are we likely to ever see you riding the more extreme events again like Erzberg and Last Man Standing?

Nick Taylor, Beaminstor

A: "Last Man Standing was really good fun but it hasn't been held for the last few years and Erzberg seems to clash with the EWC recently for some strange reason but I'll be back when I can do it again."

Q: You must have had plenty of offers to stay and race the GNCC series in the States – is there not more money to be made over there?

Vince Short, Derby

A: "I had good offers to stay and also good offers to go back next year which were very tempting but I enjoy world enduros more than three-hour races and at the moment money is probably more available in Europe than in the US."

NEXT MONTH

STEFAN EVERTS >>>

If you've got a question for the GP GOAT – that's 10-time world champion Stefan Everts – then fire it off to him via dbrproprobe@googlemail.com



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MARTIN HONDA TEAM-MATES ALESSANDRO BATTIG AND JIMMY ALBERTSON
GO TOE-TO-TOE IN OUR MONTHLY MEASUREMENT OF TESTICOLA...

Interviews and photo by JP O'Connell

DBR: Who would you like to play you in a film of your life?

AB: "Jim Carey I think."

JA: "That's a tough question because obviously you'd want a real badass to play you but then I'm not a badass! Probably Owen Wilson minus the screwed up nose!"

DBR: When did you last clean an air filter?

AB: "Maybe three years ago!"

JA: "Actually that was only two weeks ago when I was back at home."

DBR: What was the last lie that you told and who was it to?

AB: "It was just yesterday to my dad. He asked that I didn't shower in the camper as I get everything wet so I said I'd use the campsite showers. As soon as he went out I was in the motorhome shower!"

JA: "Wow that's tough – I mean, I do it so much! I told my girlfriend that I'd shown Zach Osborne naked photos of her."

DBR: Could you check your own valve clearances?

AB: "I'm able to do that."

JA: "Yes I could."

DBR: Something you eat that you know you shouldn't?

AB: "I am quite a healthy guy so I'm not always looking to be eating bad things – actually, maybe that is the last lie that I told!"

JA: "Oh that would be ice cream for sure!"

DBR: You're in second and on the leader's rear wheel – do you take him out in the last corner for the win?

AB: "Yeah."

JA: "Oh yeah, of course!"

DBR: What is the highlight of your career so far?

AB: "When I won the 85cc supercross in Genoa and when I won the Italian 250 championship in '08."

JA: "I think it was probably racing the Mantova Starcross."

DBR: What car do you drive?

AB: "I will only get my licence in a few weeks so no car yet!"

JA: "Back home I have a Nissan Titan."

DBR: And if money were no object?

AB: "A Porsche Panamera – much expensive!"

JA: "I'm not really sure to be honest, maybe a really nice diesel truck like a Chevy Duramax."

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?

AB: "No the bike is always awesome, it is sometimes me who is the problem."

JA: "Definitely, yes! Only once but I still remember it – it was back when I was an amateur and to make it even worse my mechanic was my brother."

DBR: If you could meet any person – dead or alive – who would it be?

AB: "Ayrton Senna."

JA: "Probably Michael Jordan."

DBR: If you could have any superpower for a week what would it be?

AB: "[Laughing] To be able to win both motos at a GP!"

JA: "Probably invisibility for sure, mind you shooting spider webs from my hands would be pretty cool too."

DBR: If you were shipwrecked on an island what three things would you want with you?

AB: "A blonde girl, some good pasta and a good bed."

DBR: Blonde or brunette?

AB: "Blonde."

JA: "It depends on whatever dye my girlfriend happens to have in at the time!"

DBR: One thing about your riding style that you'd like to improve?

AB: "My speed through corners."

JA: "Nothing about my style, just about going faster."

DBR: What's your favourite film?

AB: "Ace Ventura 1+2."

JA: "Probably Dumb and Dumber."

DBR: What's your most annoying habit?

AB: "I leave my kit lying all over the place!"



JA: "A toothpick, a rubber band and a pot of Vaseline."

DBR: What's your most prized material possession?

AB: "My most important trophies."

JA: "Probably my truck if I'm honest."

DBR: What's the favourite race you've ever been in?

AB: "My first race in Bulgaria this year as it was my first race in the world championship."

JA: "Probably the Daytona SX in 2008 – it was just so muddy. People will be talking about that forever so to say that you raced in it is pretty special."

DBR: Be honest now, how often do you Google yourself?

AB: "I do look but mostly just to check out pictures of myself."

JA: "Hmmm, probably a couple of times a year."

JA: "I don't realise I do it but apparently I make this weird chomping noise with my mouth when I'm thinking."

DBR: What's the worst motocross related decision you've made during your career?

AB: "I haven't made any bad ones – yet!"

JA: "I really can't say I've made bad decisions because you learn even from the bad stuff."

DBR: If you had to permanently give up either the internet, your mobile phone or TV which would it be?

AB: "Mobile phone."

JA: "I think it would probably be the TV."

DBR: Something about yourself that nobody else knows?

AB: "Until I was 14 I had to share a room with my father [travelling in a camper]!"

JA: "I worked in a car lot cleaning cars when I was 15."



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Stuart Edmonds has to pick himself up off the deck in the Pro SX2 final



WINNERS AND LOSERS!

HAMMY AND BARR ON TOP BUT THIS MONTH'S NOT BEEN SO GOOD FOR GARRETT AND GORDY...

Words by **Stevie Mills** Photo by **Sutty**

The final round of the Ulster MX2 championship was an absolute epic end to the season and tension was at fever pitch as only nine points separated series leader Wayne Garrett from newly-crowned MX1 champion Robert Hamilton.

What followed summoned up every emotion known to man. The sweeping downhill first corner at the Orr's Downpatrick circuit quickly became a tangled mess of twisted metal and bodies as the mother of all pile-ups manifested itself at the start of the first MX2 race and in one second of carnage the 2010 MX title was decided.

With his TSR KTM looking extremely second-hand, Wayne Garrett remounted and rode out of his skin to work his way into fourth position. But his championship hopes started to fade as the injured TSR KTM began to bellow steam. Wayne tried to nurse it home to the finish but both his bike and championship dreams gave out with two laps remaining. He was devastated but reacted in the best possible way – by winning the final moto of the season.

G&G Ross teamster Hamilton kept his head and finished in third place in the last race, just behind the Watt Motorcycles Kawasaki of Irish MX1 winner Thomas Merton. So Hammy is now double MX1/MX2 Ulster champion for 2010, Wayne finished second some five points adrift with younger brother Jason earning third spot in

the series by two points from AJ Elite Bathrooms team-mate David Gorman.

Jason was unable to ride in the last race, such was the injury sustained to his finger in the pile-up in the first moto of the day. In typical racer fashion, Jason finished the opening race on pure adrenalin before he was taken to the local hospital for treatment. Lisburn lad Ian Marshall had his best showing of the season, just pipping last year's MX2 champ Ricky Bird on the line for fifth position.

Well done Future West and congratulations to Martin Barr on winning the British SX final with a commanding performance in front of a capacity Belfast crowd at the Odyssey Arena. Caught in between leaving PAR Honda and starting with PROPPA.com KTM, Marty was without a ride for Belfast until TAS by Relentless Suzuki stepped up to the plate. The Turkmeister and his crew of technical boffins burnt the midnight oil (check the overtime bill Phillip) in order to provide Marty with the best possible package available.

With confidence in abundance, Marty attacked the Dirt Wurx-prepared circuit throughout the Saturday afternoon practice sessions – it was obvious of his intentions even at that point in the proceedings – and his victory in the British Open Main Event was hugely popular.

Defending British Open champion Gordon Crockard qualified third from his heat although

he never really got a chance to mix it up at the front, eventually taking fifth in the British final and just missing a podium with fourth in the International Main Event.

Wayne Garrett enjoyed the event, making the final and posting top 10 results in all three classes. "My plan was to get as much track time as possible – by the time the International final came around I was hanging," laughed an extremely fit Wayne. TM-mounted Stuart Edmonds recovered from an early spill in the tough rhythm section to take ninth in the Pro SX2 final.

It was great to have supercross back in Belfast but good as the racing was, the 'show' itself was lacking a little of the finesse of previous Odyssey SX events – when handing over £40 on the gate, punters deserve to be 100 per cent entertained throughout the entire evening.

The MRA prize giving will be at the Wellington Park Hotel in Belfast on November 6. This venue has proved extremely popular over the past few years, providing excellent food and facilities for the awards. By the way, both Ulster and Irish adult motocross championship prizes will be awarded at this event. Tickets are available from your club or MRA contact Sylvia Lockhart.

Stevie



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Will the proposed sale of Forestry Commission land be bad for enduro in this country – or will we benefit?

IFS, BUTS AND MAYBES!

THE PROPOSED SALE OF VAST AREAS OF GOVERNMENT-OWNED FORESTRY MAY BE A BAD THING FOR ENGLISH ENDURO FANS – AND THEN AGAIN IT MAY NOT...

Words and photo by Jonty Edmunds

Ever wonder what's around the corner as far as what the coming years will bring and how that might impact on enduro sport? Like most riders, I suspect, I have to admit neither do I most of the time. I say most of the time because nothing much happens to change things in any major way – most of the time. Sure, rules get changed, races get run in different places and trends come and go but generally nothing too nasty happens that threatens the wellbeing of our sport.

The Foot and Mouth outbreak made a lot of people sit up and realise that this sport of ours is nothing without access to good land and the willingness of landowners. And most are aware that when it comes to enjoying the great outdoors there are an awful lot of ramblers that think all off-road motorcyclists are the spawn of the devil. Apart from that – and the recession – things are ticking along okay for the most part.

So, what do we all think of the proposed – it's not yet been confirmed – sale of half of England's government-owned woodland? Thanks to the efforts of our last government today's coalition team are rumoured to be getting ready to sell around half of the 1.85 million acres of woodland overseen by the Forestry Commission, possibly as soon as 2020.

It's the Secretary of the Department for Environment, Food and Rural Affairs – Caroline Spelman – who's being named as the one with the unenviable task of breaking the bad news to

us. When and if she does it's likely that as much as 748,000 hectares will go as a contribution to Chancellor George Osborne's attempt to reduce public spending by £81bn. By anyone's calculations the proposed sell-off is a serious chunk of land. When you realise that the last time the Forestry Commission's estate was valued, in the '90s, it was reckoned to be worth a cool £2.5 billion it's easy to see why selling some of it makes financial sense.

Selling assets while at the same time reducing spending is what today's government will long be remembered for. As they see it, it's their job to do the right thing and get the country's economy back on a stable footing. Whether they're going about it the right way or at the right time so soon after the economic crash is something only time will tell. But right now there's a very real threat that land managed by the Forestry Commission may in the not too distant future become privately owned. And until such time as it happens no-one will know if that'll be a good thing or – as appears most likely – a bad thing.

Trawling the internet it seems every major organisation and pressure group has something to say about the government's plans. And just about anyone who uses, or who has used, FC land is against the plans. Plans it has to be said that don't affect everyone. FC land in both Scotland and Wales is a devolved measure, so the government would only be able to sell off

parts of the English estate. Not that much of a consolation but as far as the British Enduro Championship is concerned – a championship that at present sees only one event run on FC land in England – it means that things wouldn't be too badly affected. Hopefully.

At this stage it's all ifs, buts and maybes. We don't know for sure that a sell-off will actually take pace but we do know that rather than do away with the Forestry Commission altogether DEFRA will announce details of the government's strategic approach towards forestry in England in the autumn. It's the autumn now so an announcement, one way or the other, can't be too far off.

Worst case scenario is that forestry is put up for sale but that doesn't automatically mean it will be sold. John Major's government attempted to sell off the Forestry Commission in the '90s but failed due to a lack of interest from potential buyers and a concerted environmental campaign against the sale.

It's inevitable to think the worst when news of such a potentially disastrous sale is announced. But the sale might not be all bad. Land that has value in terms of conservation and nature might be split from land that has a commercial value. Meaning a possible network of different forestry 'zones'. Motorcyclists would need to keep well away from some zones while it may open up opportunities for increased access in others – or maybe that's just wishful thinking...



NO FEAR

2011 ROGUE RACEWEAR

Rogue is apparently The Bear's favourite character from the X-Men movies and it's also Geoff Walker's favourite range of No Fear racewear – especially when it's in orange like this lot 'ere. Built to No Fear's normal high standards and designed with all types of off-road riding in mind this here Rogue stuff could be your favourite an' all if you give it a go...

Price: Jersey £34.99 Pants £119.99

Supplier: decade-europe.com

Contact: sales@decade-europe.com

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Have your name, team logo, a picture of your pecker or absolutely any other design you like engraved onto a Pulse Racing products Pro-Lite fuel cap for the meagre price of just 40 bones. The billet aluminium caps are available for most models of motocross or enduro bike in black, blue, red, gold or silver so go ahead and treat yourself.

Price: Cap £39.99 Vent valve £6.99

Supplier: pulseracingproducts.co.uk

Contact: Race FX 0845 450 1448



FOX RACING

360 RYAN DUNGEY REPLICAS RACEWEAR

Inspired by the awesome work ethic, attitude and race results of the #5 Suzuki rider this rather nice Fox Racing Ryan Dungey replica racewear is as tough and ready to win as the rider who inspired it but my favourite bit is that it's equally wholesome looking too.

Price: Jersey £43 Pants £140

Airline gloves £22 V3 helmet £299

Supplier: foxeurope.com

Contact: 0191 487 6100

ZETA RACING

FACTORY CLUTCH PERCH

Used by more Japanese factory teams than not, this all-new Zeta Factory perch is way more high tech than anything else available on the market and features a lightened version of Zeta's unbreakable lever blade as well as the ubiquitous on-the-go cable adjuster. Apparently this set-up is so good it's a favourite of the scrub-meister general Ken Roczen – nuff said.

Price: £99.99

Supplier: madison.co.uk

Contact: 0870 034 7226

NITRO CIRCUS

T-SHIRTS

Your local Madison-supplied dirt bike dealer should have all the latest Nitro Circus bits n' bobs in stock right now including this pair of awesomely fresh tees so go check 'em out – if you dare!

Price: £24.99

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Contact: 0870 034 7226



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BALANCE BANDS

You may have seen many of the UK's top riders wearing these funky little wristbands of late and wondered what they are. Well wonder no more because they're actually called Balance Bands and they're meant to help harmonise your body which allows you to perform like a legend no matter what it is you're doing. Check 'em out for yourself on the Fro Systems stand at the Dirt Bike Show where many a drunken member of the DBR crew will also be on display showing off our brand new No Sense of Balance Band...

Price: £20

Supplier: frosystems.com

Contact: 01527 850614

JITSIE

2011 BOLT TRIALS COLLECTION

Winter means two things here at DBR – a not so snogtastic Christmas party that nobody bothers to attend and a plethora of indoor trials action as we lay out a Kickstart-style course around DBR Towers and go all-out to set the best score on time and observation. To eke out every advantage possible we've figured proper trials kit is the way forwards although we won't go the whole hog of slipping into some skin-tight lycra – that would be gross!

So that leaves us with something like this new Bolt kit from Jitsie who know a thing or two about dressing trials stars in a stylish manner. Designed, cut and built for tough indoor or outdoor trials style action this Jitsie kit is just the thing for anyone trading in their MXer or enduro bike for a winter of feet-up action.

Price: TBC
Supplier: apico.co.uk
Contact: 01282 473190



NO FEAR

SIGHT GOGGLES

We gave you the heads up well over a year ago that No Fear goggles were on their way to the UK and now, finally, they're here – here being the UK and in particular the warehouse of Decade Distribution and the many dealers that they supply. Priced so they're affordable for all and coming in more colour combinations than even Benetton could cope with these Sight goggles are also very adequate roost defenders for your eyes so that's pretty much every box ticked right there...

Price: from £20
Supplier: decade-europe.com
Contact: sales@decade-europe.com



RIP N' ROLL

MUD SCRAPER

As a wee nipper I spent many an hour scraping mud from my old man's Maico with a flat bladed screwdriver which kept me quiet but didn't do much for the German plastics or motor which I scratched to buggery – oops! Now if I'd have had one of these dirt bike specific scrapers from Rip n' Roll not only would I have got the job done much quicker but with less abrasion too – ah well...

Price: £3.99
Supplier: apico.co.uk
Contact: 01282 473190



COSWORTH

13:1 HIGH COMPRESSION PISTON KITS

Cosworth is a name that's synonymous with performance engineering which is why when the company decided to enter the motocross market earlier this year serious racers and tuners looking for that extra edge got more than a little bit excited. One of the first Cosworth products available is this high compression forged piston which has been developed using the latest technologies and highest quality materials available which means it's not only engineered to give maximum power but it's stronger than the stocker too.

Price: £199
Supplier: Apico.co.uk
Contact: 01282 473190



ONE INDUSTRIES

MONSTER CASUAL WEAR

Freestyle Xtreme have gone One Industries and Monster Energy mad this month but unfortunately this madness has meant we have male models in Stuff and not the gorgeous girls we're used to seeing. Bad times. However, it's not all bad though because if you head online to www.freestylextreme.com you'll not only see the badass babes we miss so dearly but also more One Industries Monster Energy branded bits and bobs than you can shake your tush at. Awesome.

Price: various
Supplier: freestylextreme.com
Contact: 0117 967 2240







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profile

Josh was meant to quit the GP scene at the end of '09 but ended up racing one more year on the factory Aprilia



THE NEARLY MAN...

In his 16 years racing the world MX championship Josh Coppins has tasted triumph and heartbreak, won 11 GPs, fought back from three serious injuries and prevented Stefan Everts from claiming a perfect season – but he never won that elusive FIM Gold Medal. As he prepares to head home to his native New Zealand for what could turn out to be his last season in the saddle, we pay tribute to the Killer Kiwi...

Words by Sean Lawless Photos by Suttu

“I think I’ve been pretty modest all the way through my career and tried my best. I haven’t been the best looking rider, I’ve just put my head down and done the best I can do. Not many riders have been at the top as long as I have. And I had it quite tough too because Pichon and Stefan were hard acts to follow.”

I’m sitting in front of the fire in Marshfield’s Lord Nelson pub with Josh Coppins and the Kiwi’s in a reflective mood – although that’s hardly surprising given the purpose of our meeting. After a GP career stretching all the way back to 1993 the 33-year-old has finally finished with the world championship and is heading home for a swansong season contesting the Aussie and NZ nationals. He may be from the other side of the world but to many British fans he’s one of ‘us’ and before he jets off we wanted to catch up with him and pay tribute to what’s been a remarkable career.

Josh’s GP career initially kicked off in 1993 when he contested the Aussie 125cc GP at Manjimup. At the start of ‘95 he then begged and borrowed to raise the funds to lease the previous year’s factory Suzukis, upped sticks and relocated to Europe for a full season of GPs. It was a steep learning curve...

“When I came I was 17 and I’d never seen a white person who didn’t speak English. I got to Belgium and thought ‘what the hell is this?’ – I rocked up in my shorts at the end of January and walked out of Brussels’s Airport and felt the bogeys in my nose freeze! I’d never been so cold in my life and I was like ‘man, how are we going to ride in this?’ – it was a complete culture shock and I struggled with the day to day burdens of living.

“It was all about survival rather than improving

– I was a much better rider than I showed and I wasted three years. I probably should have had someone from New Zealand with me to take that burden away from me because I had that person all the way up until then but it was too expensive and too far to do that from New Zealand. It took a long time to get going and if it wasn’t for the prize money system back then I would have struggled to make it.”

One initial positive in Josh’s new life in Europe was Belgian rider Marnicq Bervoets who was an early role model and remains to this day a firm friend. Bervoets ended his GP career as a five-time runner-up and is widely regarded as one of the best riders never to win a world crown – a label that has since been applied to Josh and an irony the Kiwi acknowledges with a shrug.

“I admire Marnicq. You see so many great riders struggle with life after racing – financially as well as personally – and he’s done really well. When I came to Europe I raced for Suzuki and rode underneath Marnicq and I watched him and tried to emulate him. Every time he rode, I rode. Every time he ran, I ran. Every time he cycled, I cycled. He was such a strong guy and I was just a little fella and I built up a huge amount of respect for him.

“And also I built up my stamina. Every track I was way off his pace and then I’d slowly chip away and catch up to him. I spoke to him in Fermo at the last GP this year and he told me when he first saw me he thought maybe I’d be able to break the top 10 but he never expected me to be winning GPs, possible championships.”

While Josh is heading back Down Under he’s not actually retired from racing although, after a ‘one more year’ false start (which actually spawned an excellent Alex Rankin DVD), this time he is actually going.

>>

"I'm definitely finished with grands prix – 100 per cent – and I'm finished in Europe really so I'm heading Down Under and going to live in New Zealand on the farm and then just commute to Australia for their races. I'm actually riding for Yamaha Australasia which is New Zealand and Australia.

"I'm contracted for six motocross races in New Zealand and eight motocross races in Australia and I'll do a few other events. The eight in Australia is the full Australian championship and four of the six in New Zealand is the full New Zealand championship and then there's a couple of international races and I'll do some supercrosses too but none of Chad Reed's series because I'm still under contract until the end of November with Aprilia. The first race I'll do will be December 11 in New Zealand which is the first round of our supercross championship."

Josh's original 'one more year' came in 2009 – his third and final season with the factory Yamaha team. He'd joined the Rinaldi-run team as replacement for the legendary Stefan Everts who retired at the end of '06 and immediately made a huge impact, dominating the first two-thirds of the season. Out of 10 GPs he won nine motos, took five overalls and with five rounds to go lead by a massive 107 points. Then it all went wrong at the Czech GP.

On a fast downhill Josh got a stone wedged in his back brake, he overshot the turn, went through the fencing and cannoned into a fence post. The shoulder injury was severe enough to end his season and despite a brave but ultimately futile comeback attempt at the British GP at Donington he could do very little but watch as Steve Ramon steadily built up the points to overhaul him.

"I still see '07 as my best year ever. It was a disaster but it was still my best year ever. I dominated. People talk about how dominant Tony is – I had double what he had. I was 107 points in the lead, he had a 40 or 50-point lead. And there were still five rounds to go. I dominated. I could almost win at will. I kind of backed off the gas a little bit through the middle part of the year because I started working hard in the sand – I had such a lead I decided to focus on a couple of things and one was to win at Lierop and the other was Namur and I was injured for both of them."

It's a cruel twist that one of the most successful, long-running careers in GP history should be defined by injuries – not victories – but in Josh's case the pivotal points have arguably been down to crashes. As well as his Czecho crash in '07 there was also the SX crash in '03 and his pre-season shoulder injury in '06. Every time he showed amazing resilience in coming back strongly but every time any chance he had of a world title went out the window.

The 2003 American SX crash came just after he signed for CAS Honda and left Josh with two broken legs and a broken back and, despite how close he came to the crown in '07, ranks as perhaps the Kiwi's biggest regret.

"The crash in '03 was bad – I still struggle with that injury today. I think my back will give me grief later but at the moment it's my legs. It never really came home to me how bad it was until my first day back training. I went mountain biking in New Zealand and I did a short loop and I nearly couldn't make it home. I was staying at my sister's at the time and I just lay down on the carpet when I got home and realised I had a long, long, long way to go. But I was back on the GP podium by the end of the year and that was on the 250 two-stroke which was supposedly not the best bike.

"What happened in 2006 was really bad because I was good that year and the team was good and we had a really good shot to push Stefan. In '05 I know Stefan won but at one point we got his lead down to about >>



Josh was Stefan Everts' successor at Rinaldi Yamaha and came so close to emulating the Belgian's title-winning performance





JOSH ON...

REGRETS

"The supercross thing was stupid – I was under-prepared and not really ready. That is probably my biggest regret. The other ones were just injuries that happen."

"When I look back on my career there's nothing big that jumps out – I probably stayed at Suzuki a year too long and I stayed at CAS a year too long but I had to because there wasn't room at Yamaha and Yamaha was the best team to go to at that time. I also did some bad gear deals and lost a lot of money through my career – I'm probably owed over £200,000 from teams that haven't paid me."

"I wish sometimes I'd been a little bit more focussed. I put in a lot of work with training and testing and riding but I messed around a lot earlier in my career with parties and girls and stuff like that. That cost me a lot of stress and I should have kept focussed on the job."

THE
NEARLY
MAN...

JOSH ON...

THE USA

"In 2002 I went over and did Unadilla and finished fifth and sixth and that was the time when Hamblin and Nick Wey were on Sobe Suzuki I think. I rang Roger De Coster and he said he was interested in me doing 125cc supercross and 250 outdoor and I was like 'I'm keen, let's do it' but he wanted me to fly over and test that week. Well I couldn't do it – I had the last GP at Russia and there's no way I could have flown over to California in the week and then had a good result in Russia – and he was like 'you're not serious then' and that's about as far as it went.

"A lot of people know about how hard it was for me to come over and I had to pay for my rides and spent a lot of money and had to pay my dad back. I'd only just started to have good money in Europe and I didn't want to chuck all that away and go over to America and ride for 30 grand and have to rebuild again. It didn't make sense. It sounds like I'm all about the money but it wasn't that – I didn't want to rebuild again and the only way I could have gone there on a good deal would have been to be world champion which I wasn't."



The Kiwi is an adopted Brit and was a big hit on a 490 Maico at this year's Vet MXdN at Farleigh – he's hoping to be back next year

27 points – Ben [Townley] won two races in a row and I won two races in a row and Pichon won one so for five races Stefan hadn't won and he was on the ropes, he was nervous.

"He was on the ropes then and in '06 I really believed I had a good shot at it. When I got injured I was gutted but I worked super-hard – the doctor said normally 14 weeks for that injury and I was back riding in 10 weeks. And 10 days after I started riding again I was on a GP podium. That's unbelievable. After that I just chipped away and chipped away and won in Ireland which was my goal, just to beat Stefan. I actually wanted to beat him in Ernee, the last round, because that was his send-off but I messed up the first moto. But Stefan was awesome in '06 though – unbeaten until I beat him in Ireland."

The same determination and never-say-die attitude that has seen Coppins return three times from serious injury has characterised his whole career, from his early days with frozen snot through to his final GP season on the V-twin Aprilia. Unlike today's teenage sensations such as Ken Roczen and Jeffrey Herlings, Josh didn't burst onto the GP scene in a blaze of glory – instead he had to get his head down and graft.

That debut 1995 season ended in 41st place with just two points and he only improved as far as 23rd the following year. Over the next two seasons – still on Suzuki – he climbed the GP ladder, carding 17th and then 13th, before earning himself a factory Suzuki ride with seventh overall in 1999. The new millennium saw Josh advance to fourth but he slipped to sixth in 2001 before parting company with Suzuki and signing with Maddii Honda for '02. It would prove to be a vintage season for Josh.

"One of my stand-out years was '02 because I went from being a good rider to an awesome rider – I was the only guy who could push Pichon, I was on the podium 10 out of 12 races, I learned a lot about what it takes to go to the next level – the training, the testing, the work – day-in, day-out."

Pichon still took the crown but Coppins had proven himself to be a genuine world title contender. And then he signed on the line for CAS Honda and decided to take in a spot of AMA SX action...

After missing much of the season Josh ended '03 in a lowly 12th but 2004 and the arrival of the MX1 class saw the Kiwi make amends. He took his first GP overall on the Isle of Wight after an epic battle with Mickael Pichon, picked up another moto win at the final round in South Africa, ended the year third behind defending champion Stefan Everts and Pichon and collected his first British title.

A full 10 years after he'd arrived shivering in Brussels, Josh started what was to be his most successful year in terms of championship placings. Repeating his British championship triumph, he pushed Everts all the way on the world stage. With compatriot Ben Townley riding shotgun Josh ended the season second but, crucially, he had the confidence that he could take the title battle to Everts in 2006.

His pre-season shoulder injury meant Josh missed the first seven rounds of the 15-round series but he still recovered to seventh by the end of the year, putting in 13 race podium results out of a possible 16 and famously ruining Everts' perfect final season when he snatched the overall from him at Desertmartin. With Everts retiring and Josh moving across to take his ride at Rinaldi Yamaha the 2007 world MX1 championship was his to lose...

After the disappointment of '07 Josh slipped to fifth the following year, a double win in Germany his best result as his new team-mate David Philippaerts muscled his way to the title. His last year in Europe was supposed to be with Yamaha in 2009 and the overall win at the second round in Bulgaria boded well for a dramatic farewell season but it was an early high point and he ran out sixth.

And then his final season became his penultimate season and instead of heading home Josh rolled out for the 2010 series on >>



Josh's NZ 'bachelor pad' needs a couple of extra bedrooms now he's a family man



JOSH ON...

RIVALS

"Stefan was so smooth and so good and he was so hard to beat because I would use more energy – I could stay with him for 25 to 30 minutes and then he'd just start edging away and he was just so hard to beat week-in, week-out. And of course Pichon, he was one of the fastest I ever went against and also Ben Townley because he was real good. But Stefan was the main guy.

"And now Ben's coming back and I hope he does well but I think it's going to be different from when he was last here – people think it wasn't that long ago that he was here but it was five years ago and there have been some big changes. I hope he gets another injury-free year under his belt and I think he's got the speed to beat Tony."



JOSH ON...

HEADING HOME

"I'm looking forward to living back on the farm and a little bit nervous about it too. It's strange, when I go to leave New Zealand I don't want to leave and when I'm over here I'm nervous about going home and not really in any rush to go back. But I know as soon as I get back on the farm I'll get comfortable.

"It'll be Lisa, our daughter Myla and me and I'm going to be a father again in January so this baby will be born in New Zealand and Lisa's parents are actually going to come out which is a help because we've got a lot going on. I came over here [Europe] when I was 17 but I've really been travelling since I was about 15. I was in Asia pretty much all year when I was 15 or 16 years old so I've been away from home for more than half my life and I'm a non-resident in New Zealand – I don't have a bank account, I don't have a letterbox, nothing. It was actually hard to get Lisa a visa because I didn't have anything to say I was really a New Zealander as such apart from my passport.

"So I'm going to go back and set up a letterbox and become a resident again and start life over. I've still got the house I bought in '03 but that was a bit of a mess up really. I was pretty much single at the time and built a bit of a bachelor pad and now I need a family house – we need a few more bedrooms now and there's a lot to sort out. But it's cool. I think it will keep Lisa busy.

"It's a bigger move for her and I'd imagine she's anxious but I'm kinda leaving it open – we're moving to New Zealand but if she's not happy we'll come straight back. I love it here, I'm happy here, it's just our lifestyle will be a little bit better in New Zealand. But as Lisa says if we don't go now we'll never go because I'll get into the industry work here and it'll just carry on."



Racing with the #1 plate as British champion in '06



Chasing down Everts in '06 at Desertmartin

a factory Aprilia. What was going on?

"I think everyone knows my original plan was to stop with Yamaha at the end of '09 but after that I wanted to race a year in Australia and the reason I wanted to do that was I wanted a transition period back into New Zealand. I didn't just want to go back and stop cold turkey and then get into winter and freak out.

"So if I wanted to go back to New Zealand I decided I needed to do an Australian year to make it work. And I couldn't do Australia at the end of '09 because Yamaha was full – they had two riders under contract. Suzuki was a possibility but they wouldn't tell me and I didn't want to hang around and wait. In hindsight I could've done the Suzuki thing and it would've worked but I didn't want to wait, I wanted to be sure when I left here I had something.

"Then the Aprilia thing came along and it was a decent deal and although I knew it was going to be hard, financially it was really good. I spoke

to Marnicq Bervoets about it and he said he did the same – you look at the money, realise how long it would take to earn that sort of money in normal life after racing so you take it."

Despite knocking the whole GP malarkey on the head after wrestling the pretty uncompetitive Aprilia to a respectable 12th, Josh is still a year off retiring and is still taking his commitment to racing seriously – if not quite as intensely as in previous seasons.

"I'll still be training as a professional athlete but I do the things I want to do now so I do kayaking and surfing because I want to go out in the sea, I run on the beach and I do cycle racing. I used to have to do this amount of hours at this speed with this heart rate and now I'm like 'bugger that, I'll just do what I want' so it's not as intense but I'm still an athlete as such.

"I am having a break now and then I'm going to rebuild because all my races are short now and I've been doing 40 minutes for 15 years so

THE NEARLY MAN...

THE NEARLY MAN...



I'll struggle with a sprint pace. That's why I'm going to do the SX championship in New Zealand because that will help me to rebuild with the close, intense racing. And the Australian series mixes the format up – one weekend they'll have two 30s, the next three 20s – and they're talking about four 15s next year back-to-back so I need to train differently for that."

The good news for Josh's British fans is there's every chance we'll see him in action next year before he hangs up his boots for good.

"I'm hoping to come back and do some events in Europe next year – races like the Ken Hall, the vets MXdN at Farleigh Castle, Mettett supermotard and maybe a British round. But I kind of in my mind see next year as being my last – I'm 34 in March and I just hope I can carry enough speed and enough passion to be up front and try and win a championship in Australia and New Zealand and then I think that will probably be it for racing."

After spending over half his life racing top-flight MX Josh knows even if he stops riding he won't be able to just walk away.

"I'm a fan, I'm a motorcycle enthusiast, I've got 16 bikes back in New Zealand from trials bikes to classic road bikes to an RSV4 Aprilia superbike. I love riding so much. I'd like to stay in the industry and there are plenty of possibilities.

"I've been overwhelmed by the possibilities that have come up since I've pretty much retired in Europe. The possibilities within the industry to help riders, to work for a wholesaler, for bike tests – I was really amazed. The unfortunate part of it is that I want to go home and be in New Zealand and do Australia and that stepping stone thing but the industry is so small that it will be difficult so, who knows, you might see me back in the UK.

"But I'm happy to have finished GPs and I'm happy to go home. And, as I said to Lisa, if I'm happy it means it's the right thing..."

Josh chills out in the Lord Nelson



WHOOPS!

GET SKIPPING WITH THE CROCK STAR...

WORDS BY GORDON CROCKARD PHOTOS BY SUTTY

With three British Open titles and four GP wins to his name, Gordon Crockard is a bona fide motocross legend – and now he's sharing his secrets with DBR readers. Every month the Crock Star will run through an essential technique for everyone's racing repertoire – this month he's celebrating the start of the supercross season with a whoops masterclass. And when you've read and digested his eighth lesson hook up to www.dirtbikerider.com for a video demo of how to do it...



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"These whoops are the most regular type of whoops to be featured on any supercross track. The technique I am demonstrating is the fastest way to get through them – I would describe it as 'skipping' or 'blitzing'. The idea is to skip across from the top of each whoop and not to drop down into any of the hollows. To perform this you will need a strong squeeze on the bike with your legs and a firm grip on the bars. The back end of the bike will kick quite aggressively and your arms will feel like they are getting jolted out of their sockets. Hold on tight but be loose!

"Position your feet on the pegs so that you are standing on the balls as opposed to the regular footpeg position where you have your feet central on the peg and stand on your arches. The logic behind standing on the balls of your feet is to allow your ankles to move as suspension and to absorb the forces coming up through the pegs. It also lets you get your bodyweight further to the rear of the bike which will stop the back end kicking as much. You won't

need to be using your rear brake or gear lever so don't be concerned that you can't reach them.

"On my approach to these whoops you will notice that I actually wheelie the bike into them. The purpose of this is to avoid the bike hitting the first whoop and jumping into the remaining whoops that follow. You then can keep the bike low and skip across the top of each whoop. You wheelie the bike using the power of your engine and set the wheel on the top of the first whoop. Once you have got over the first one and on top you then can get hard on the gas and accelerate through to the end. Try not to allow your momentum to reduce – decelerating will make the bike drop into the hollows and potentially put you over the bars.

"Be sure you are not in too low a gear that the bike will run out of revs before the end of the whoops – usually second or third gear is the best choice. Think of how a speed boat skims across the waves. You want to have your bike skim across the top of the whoops the same way.

"The bike will kick up and down. That is okay but what is not okay is if it starts to kick side to side. Crashes likely follow soon after the bike starts to kick from side to side. Concentrate on selecting a line which is not too badly worn out with ruts or bumps through it as ruts and bumps will invite the bike to kick from side to side.

"In a race scenario try not to take the same line of any rider in front of you – he may crash or bobble and you'll find it hard to avoid him if you are committed to blitzing the whoops on the same line as him. Be very careful to keep your feet placed on the pegs. If they come off you will be like a wild buckaroo trying to stay on board a crazy rodeo.

"This is an advanced skill so only attempt it if you're at a suitable standard and, above all, remember that you should never practice on your own..."

For video footage of Gordy's whoop technique go to www.dirtbikerider.com

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RETURN OF THE KING!



PUTTING A PROBLEM-PACKED '09 SEASON WELL AND TRULY BEHIND HIM, DAVID KNIGHT HAS OPENED A CAN OF WHOOP-ASS ON HIS RIVALS AND CRITICS TO LAND HIS THIRD ENDURO 3 WORLD TITLE...

Words and photos by Jonty Edmunds

What a difference a year makes. Midway through '09 David Knight – the all-conquering, M&M's munching Manxman – was in a right pickle. His move from KTM to BMW to be part of their enduro dream team alongside Finn Juha Salminen had well and truly backfired leaving DK demotivated, unhappy and wondering what the hell to do next.

Quitting the BMW Motorrad Motorsport team mid-season was, according to David, the only option available. His departure sent internet chat rooms into overdrive and made headlines around the world and Knight set about finishing the year off as a Kawasaki-mounted semi-privateer. He claimed just one day win – at the final round of the series in France – but showed that he was deadly serious about getting his career back on track.

By winning this year's Enduro 3 world championship for KTM, DK has certainly silenced those who criticised his decision to bail on the BMW team last year. And he's proved in no uncertain terms that he's still one of the world's very best enduro racers.

Make no mistake about it, DK's back...

DBR: Obviously winning a third E3 world championship is a big deal but how important is it to you that it shows you were right to leave BMW?

DK: "I always knew I was 100 per cent right when I decided to leave BMW. It wasn't a decision taken lightly. You don't go from winning races and championships to finishing as far down the results as I was without reason. And I knew the reason wasn't me. Yeah, initially I wasn't sure if my riding had

something to do with it but I soon realised it didn't. I knew the bike needed to be changed but no-one listened. I had to walk away."

DBR: Officially the BMW Motorrad team doesn't exist anymore (it's become the Husqvarna BMW Motorsport team). Do you ever think about what might have happened if you'd stayed?

DK: "Not really. I do feel a little sorry for Juha because I know he could still be winning if he was on a good bike. But only I spoke out about the situation and only I decided there was no reason to stay. I can't speak for Juha or Marko but my priority has always been to enjoy my riding and to race to win. I couldn't have stayed and taken the results I was getting knowing that things weren't going to change. I could leave or spend the rest of my time with the team depressed which I couldn't do."

DBR: Was there any one thing that made you think 'that's it, this is pointless, I'm off'?

DK: "The fact that despite explaining and explaining that the bike wasn't working and that big changes needed to be made nothing was being done about it. I had a 450 Honda at home that I started riding during the week, mainly to keep me from going mad. I was also riding it because I wanted to work out exactly what was possible on other bikes and how the BMW was different. It got to the point where I wasn't even thinking about the races because I, we, were a million miles away from being competitive. Yet still the BMW decision-makers in Munich wouldn't allow changes to the bike. The guys in the team were brilliant – they could see what was wrong – but still nothing changed."

>>

After the strains of last season Knighter didn't expect to win straight away in 2010 – but he did



DBR: Do you regret signing to ride for BMW?

DK: "A lot of people think that I must do but I don't. If I hadn't have signed for the team I'd still be thinking about a possible new challenge now. It sounds a little stupid but at KTM things are almost too good. I always knew that leaving KTM meant leaving a great team and great bikes but I wanted a new challenge. I wanted to try and win on a different brand. It didn't work but I tried. I'm over that now and I hope I can stay with KTM until the end of my career."

"Despite the disappointment, last year focused me on what was important. Things happen for a reason and although last year was difficult I learned a lot."

DBR: Some were quick to comment on your decision to leave BMW. Do you feel now that having won the E3 title you've silenced those who offered up negative comments regarding your parting?

DK: "Definitely, yes. But honestly, I don't care about what people said. There's always people waiting to stick a knife into anyone who's successful but has a hard time for whatever reason. To start with it pissed me off what some people were saying but then I realised that it's so easy for people to comment. Only myself and a few others knew what was really going on and what I was going through, that I wanted to make the bike better. So I just switched off from it. I learned who my friends are."

DBR: Whatever way you look at it your decision to leave was a big one, sending ripples out into the wider motorcycling world. Do you realise now just how big a decision it was?

DK: "I've heard some say that because I left the team that's why the 450 BMW failed as a bike. Which is rubbish. BMW dug themselves a huge hole by refusing to change it. They signed three of the best riders in the world and some great technicians and didn't listen to us. They should have admitted that the bike didn't work like we wanted it to and then gone back to the drawingboard. I wanted for things to turn around more than anyone but that was never going to happen without big changes. Who knows, if they'd have made changes, built a different bike, whatever, maybe BMW would have got the success they were after?"

DBR: On leaving BMW you said that money alone wasn't a good enough reason to stay. Do you still stand by those words having had to spend your own money during the second half of last year racing a Kawasaki?

DK: "Yes. Getting paid to be unhappy makes no sense at all. Yes I had to spend some of my own money when I raced on the Kawasaki – probably about £25,000 to £30,000 – but I started enjoying my racing again during the second half of last year. And now look. Paul Bird also helped me a lot – paying for mechanics etc – but without a doubt I stand by what I said about not staying at BMW no matter what the money was like."

DBR: Winning the E2 class on the final day of the championship in France last year wouldn't normally be much of a reason to celebrate but after the year you'd had it was. How pleasing was it to finally get back to the top of an EWC podium?

DK: "That win meant a lot to me. And beating the BMW was important for me. With relatively little support we – myself, a small group of sponsors and supporters – managed to get a great result. I don't think any other rider could have done what we did. It felt really good to show that despite everything that went on I was still able to win, which I knew I was."

DBR: Despite that day win it was a largely disastrous season on the back of two years racing in the US. Were you ever worried that you might not get a 'good' ride for 2010 in the EWC?

DK: "I wasn't too worried. I'd spoken to Fabio Farioli [KTM factory enduro team manager] and had some good offers to race back in the States. I know that there are only four or five riders in the world championship that are really fast and consistent. So I knew that I could have got a deal. No, I wasn't too worried."

DBR: As everyone knows, you returned to KTM but as a support team rider. Were you disappointed you didn't return as a full factory rider or did you understand KTM's reasons for placing you in the support team?

DK: "I fully understood their decision and it didn't bother me at all. I think some people made more of a big deal out of it than they should have. I knew that I'd get the same equipment and support so I was more than happy. It was as good as a factory deal, only I didn't get to try and test different engines. I ended up in the factory truck after a couple of races which did make things a little easier but even if I'd have finished the year working out of the support truck I'd have been happy. KTM gave me everything I needed, now I've given them the E3 world title." >>



In BEC action on the Beemer



After leaving BMW Knighter armed himself with a privateer Kawasaki and set about re-establishing his reputation



Knighter puts on a brave face in '09 – the powers-that-be at BMW didn't want to listen to their star rider



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LADY LUCK...

...AND A BIG DOSE OF DETERMINATION!

DBR: You knew that Christophe Nambotin would be fast and difficult to beat this year. But his championship aspirations were ended by mechanical problems. Would you agree that you were fortunate that he wasn't able to finish all days of the series?

DK: "Luck plays a part in any championship. I'm not complaining about the fact that I was able to win the championship and win it before the end of the season but to be honest I'm a little disappointed that we weren't able to fight for the title at the final race in France. Christophe is a great rider but I think a lack of experience and some silly problems stopped him fighting for the title. When he beat me I always tried to beat him back on the second day. He'll be fast again next year."

DBR: Before Poland there were just six points separating yourself and Christophe. Did you ever think that you might not be able to beat him?

DK: "I never really thought that I might not be able to beat him but it wasn't until after the GP of Slovakia that I knew I could beat him. The wet conditions in Slovakia were perfect for two-strokes and on the first day there was no way I could beat him. But on the second day, after I'd made some changes to my bike and worked out how I could be faster, I beat him. That was a turning point for me, things started to turn in my favour. Under pressure he made some mistakes which gave me a real boost of confidence."



© Suttty



DBR: You openly admitted that you probably wouldn't be anywhere near your best until after two or three GPs but won both days at the season opener in Spain. Was that a surprise?

DK: "You never know how the season will start during the winter. I knew I was riding well and was pretty confident but until that first race was over I was a little unsure. It wasn't a complete shock. I guess it was a nice surprise. Thankfully, it was the start of a great year."

DBR: At the start of the season would you have believed your championship would have turned out so well?

DK: "I guess not. Of course my goal was always to win but to be the first rider to win a championship this year, to win it before the end of the series, to win by so many points? Yeah, it wasn't how I expected it to be."

DBR: It was clear to see just how pleased you were to win the E3 title in Turkey. Considering the weight of expectation and arguably improved competition this year how does winning this title compare to your championships in '05 and '06?

DK: "Your first title is always special but when my dad died half way through the year, you know, it's something I'll never forget for different reasons. In '06 I was really strong, my bike was amazing and winning every day of the championship was certainly memorable. This year's title has certainly been hard fought. It's special in a different way. I've put more effort into this season than probably any other. There were times during '05 and '06 when I was able to switch off from only thinking about bikes and racing but not this year. It's been a big thing getting my third world title."

DBR: What's the plan for 2011?

DK: "I honestly don't know yet. I fancy maybe switching to the E2 class. I'll try a few different bikes and ride whatever I feel I'll be fastest on. That might be in the E3 class or in E2 on either the 450 or the 350. I'll probably decide in January some time, there's no rush to make a decision."



Winning the E3 title this year has silenced his critics



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*Having finally made it to Milano,
Jeffro cuts loose on Tony C's
world beating 350SX-F*



BY ROYAL COMMAND!

LAST MONTH WE TALKED TO KTM'S 2010 WORLD MOTOCROSS KINGS ANTONIO CAIROLI AND MARVIN MUSQUIN, THIS MONTH WE GET TO RIDE THEIR FACTORY RACE BIKES – WELL AT LEAST WE WILL IF JEFFRO CAN GET HIS SORRY ASS TO STANSTED ON TIME...

Words by **Jeff Perrett** Photos by **Ray Archer**

Okay, I know I'm privileged to have the wonderful gig of being a test rider for Dirt Bike Rider – really I do – so it wasn't as if I deliberately missed my flight to Milano to test the MX1 and MX2 world title winning bikes belonging to Antonio Cairoli and Marvin Musquin. As I ran through the airport in a vain attempt to catch a flight I knew I'd already missed my heart was revving and red-lining like I could only imagine the bikes would – if I ever got there!

But seven hours later I was airborne and on my way, a little calmer and relishing the prospect of the following day's test schedule – even if I was flying 'Dyin' Air'...

After one too many custard croissants washed down by strong coffee, the next morning my heart was racing again like it was back at Stansted. Luckily, I'd levelled out by the time I hoisted my fat ginger ass onto Marvin Musquin's all-singing, all-dancing 250SX-F. When the day was done I'd concluded this could be the shortest bike test I'll ever write – there wasn't much to say because in all honesty there's hardly anything negative to say.

I said it way back when I rode the stock bikes in May that KTM have worn down my resistance. I've always admired their efforts but there was just something about them I didn't like. Originally it was the look of them (they've since revamped the look to my taste) and I was never convinced by the PDF suspension, especially on the four-strokes – and I'm sure I wasn't alone. The stock models won me over back in May but not to the point of becoming a real unbridled passion – it was more of a girl next door thing if you know what I mean? A safe, strong reliable bet for a good future rather than the risk of heartache.

Marv's machine however? Let's just say she's more racy – in every sense! She'll put more than a smile on your face. And then she still might break your heart. Blow your mind and then blow you out!

It's no wonder that Marvellous Marvin is nearly always leading or near the front as they come out of the first turn. What is he, five stone soaking wet or something? And he's holding onto a fully-armed missile! It's one of those things that's difficult to put into words. It's just so strong. Right from the bottom, I mean the moment you just even tickle the throttle

you know it's got everything you'll ever need from a bike in that capacity class. Put it this way, I could do everything I needed to do around a rough and ready Mantova GP circuit in third gear and still be just as fast or maybe even faster than on a 'normal' bike with a full set of gears. And this is just the smallest bike remember – Cairoli's and Nagl's bikes were just the same but with even more power.

The power delivery was pin sharp and it just revved to the moon if you wanted to ride it that way but with so much torque you don't have too. I tested Mike Alessi's factory KTM 250 back in 2005 at Lake Elsinore and I remember being really impressed with the power of that. Musquin's bike makes that seem like a 125 in comparison. It's almost laughable and I couldn't help but go away thinking how much work the other riders and teams have got ahead of them this winter if they are going to stop Ken Roczen who is stepping on to what will undoubtedly be an even better bike next year.

If there was one negative of the whole test regarding the bikes it was Marvin's suspension set-up. Thing is it's hardly a negative because clearly it's what suits him but it was so bloody stiff and not only that it didn't even seem that plush, particularly the front forks. I've got to be honest that surprised me because Marvin is such a super fly guy. It had a real supercross feel to it. I could really feel every little sharp-edged bump through the bars and it took me a while to get used to jumping it because it just didn't soak up take-offs or landings, it seemed to have the rebound of a new pogo stick. But that's the thing with race spec bikes, factory ones in particular – they are set up for someone else and I can safely say they are riding at a speed considerably faster than the safe and steady Perrett approach to motocross.

After my blast on MM's bike and a quick isotonic quencher to flush out all of the caffeine from earlier I took the bold step to go straight from the 250SX-F to the mighty 450 of Nagl. Good job I had flushed the coffee through because this thing was like a laxative! If Musquin's bike was like a rocket then this thing was like hitting interstellar overdrive. I reckon it could outrun the Millennium Falcon – it was mentally, mind-numbingly quick. Then you have to consider that Max is a slight fellow too and again it's hardly surprising he's usually right up there in the betting stakes for the holeshot.

>>

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With a performance to match its looks, Jeff reckons this is just about the perfect MX machine



SPECIFICATIONS

CAIROLI'S 350SX-F

Capacity: 349.7cc
Bore and stroke: 88mm x 57.5mm
Transmission: Five-speed
Fuel system: Keihin EFI
Front suspension: WP USD 52mm (300mm travel)
Rear suspension: WP with linkage (335mm travel)
Front brake: Brembo factory 260mm disc
Rear brake: Brembo factory 220mm disc
Seat height: 925mm
Wheelbase: 1461mm
Ground clearance: 390mm
Weight: 102kg

STOCK 2011 350SX-F

349.7cc
 88mm x 57.5mm
 Five-speed
 Keihin EFI
 WP USD 48mm (300mm travel)
 WP with linkage (330mm travel)
 260mm disc
 220mm disc
 992mm
 1495mm
 375mm
 104kg



Ol' Stumpy McStumpylegs may have put on some weight but he ain't lost his style

What made the power even more intimidating was the fact it had one of the lightest throttles I've experienced and that, my motorcycle loving amigos, isn't the safest combination. I rolled around the first corner, already half-petrified after opening it up to the stop up the start straight, then hit a sharp edged bump which made my arm pull down and it took off like a bat out of hell. My arms blew up like Popeye just trying to stop the bloody thing before the next corner as I grabbed everything but the throttle in an attempt to save my life – frightening times. Once my pulse stopped throbbing like a drum n' bass night I got to grips with this immense power and it was great.

I didn't have to change gear much on Musquin's bike and I really didn't have too on this. I pulled several third gear starts and it was a breeze, even with my barrel belly. With Max's six-pack being driven off the line with this thing under him again it's hardly surprising he's normally a shoo-in for the holeshot. Unlike Musquin's bike the suspension was much more to my liking – a lot. I run my suspension softer

than what my weight would suggest and this was a great ride. It was plush with no hard areas like Marvin's bike and soaked up the sharp edged smaller bumps lovely. Then as you pushed through onto the harder impacts and take-offs it was very hard to bottom right out but at least it felt you were using all of the stroke. I reckon I must have been about 2mm off bottoming it.

By the end of my session I felt I could do pretty much anything I tried on the track with confidence and with a little more time, well actually quite a lot of time, could be going really well on this bike and showing glimpses of a so-called heyday long gone.

Next up was the bike that I was really trying to ride without any preconceptions but, let's be honest here, it's hard not to swing a leg over Antonio Cairoli's MX1 world title steed without certain expectations. I absolutely bloody loved the stock 350 so I was excited about this one and it didn't disappoint. In fact, this thing can't be too far off being the perfect motocross machine for all





Marvellous Marvin's missile – this thing comes fully armed



SPECIFICATIONS

MUSQUIN'S 250SX-F

Capacity: 248.6cc
Bore and stroke: 76mm x 54.8mm
Transmission: Six-speed
Carburettor: Keihin MX FCR 39
Front suspension: WP USD 52mm (300mm travel)
Rear suspension: WP with linkage (335mm travel)
Front brake: Brembo factory 260mm disc
Rear brake: Brembo factory 220mm disc
Seat height: 925mm
Wheelbase: 1461mm
Ground clearance: 390mm
Weight: 98kg

STOCK 2011 250SX-F

Capacity: 248.6cc
Bore and stroke: 76mm x 54.8mm
Six-speed
Keihin EFI
WP USD 48mm (300mm travel)
WP with linkage (330mm travel)
260mm disc
220mm disc
992mm
1495mm
375mm
99.9kg

Jeff loved the engine but struggled to get to grips with the super-stiff boingers



conditions. I seriously believe that KTM will be finally making waves in America with this bike, it's that good, especially with Roger De Coster fronting up the programme and the usable power it has for AMA supercross.

As much as I liked Nagl's bike, doing a SX race on it would be like trying to drive a top fuel funny car dragster around the roundabouts of Milton Keynes with balloons for hands and bowling balls for feet. With the sublime natural talent of Cairoli on board it's no wonder Stefan Everts is proud of the bike he calls 'his baby'.

It's bang smack in the middle of Musquin and

Nagl's bike on the powerband. So basically where Marvin's bike would struggle to have the raw *oomph* to get over some obstacles and Max's bike would be too much, this would be ideal – and I mean ideal. Unless the tracks start having even bigger jumps or longer straights (and I hope for the sport they don't) then you have everything you want right here and I think Cairoli knows it.

Right from the bottom it's just there for you. Like all the bikes the gear shifting is smooth and precise and it's much harder than a stock bike to hit neutral. The cranks and the motor are synced

up so well and you seemingly never lose drive between gear changes. It's stupidly responsive and that gives you the confidence to feel invincible because you just know how the bike is going to react time and time again. With Antonio's confidence steering it forward it's no bloody wonder he always looks so relaxed. All the bikes just seem to have endless, progressive power. There doesn't seem to be any weak spots in the motors where it drops off, it's like a constant flow.

Like Nagl's bike Cairoli's suspension was more to my liking. It was a little stiffer than

>>



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Max Nagl's 450SX-F is brutally fast



Nagl's bike has plush suspension but the hard-hitting power demands it be treated with respect



Max's but had the same plush feel. I liked that because it matched the bike. No question, you can definitely ride the 350 more aggressively than the 450 and the suspension set-up reflected that. The front forks and rear shock were well balanced like Nagl's but unlike Musquin's bike which definitely felt lower at the rear with a juddery front end (not sure if 'juddery' is even a word but let's run it anyway, eh?).

The factory-spec Brembo brakes were awesome and the hydraulic clutches were like grasping at fresh air. It's kind of weird but it's always the brakes that define a factory bike for me. Over all the sublime suspension and

stupidly strong motors it's the anchors that give them that 'special' feel.

Once again they are set up for each individual. For example Musquin's front brake is much sharper than Cairoli's or Nagl's. They still stop you the same, it's just that Marvin's works earlier on the pull of the lever than the others. And Nagl's rear brake lever worked much lower than the others, you had to really point your toe downwards to lock it up. Of course, you can tailor any stock bike to your needs but factory riders get to have a bike built to their specific requirements and you really can tell that when you get the opportunity to ride three factory machines back-to-back. >>

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In the right hands Jeff reckons Steffi's 250SX-F could threaten a Maxxis MX2 win

After a hearty pasta lunch and a reload on caffeine consisting of far too many hits of espresso I finished off my day riding Steffi Laier's championship winning bike and I was loving it until I tweaked my knee thinking I was all quick again. I blame the coffee and the confidence from the other bikes. Laier's bike is built on the 2009 spec and I thought it wouldn't be a stitch on Musquin's but to be fair it wasn't far off it. In fact because of the much more forgiving suspension I really liked it and I think I may have been able to turn quicker laps on it.

Steffi's bike seemed to turn a little tighter which suited me – especially once I'd hurt my knee and was looking for smoother lines. The power wasn't quite as strong as Marvin's

bike but, by Jove, you'd all be thankful of a motor and bike as strong as this! It has more than enough for a British championship contender and yet again with the slight frame of Laier on board it's no wonder KTM took the women's world title too. Not taking anything away from Steffi but she definitely had a bike that gave her every opportunity and few excuses. The suspension was plush, the power great and controls and brakes made everything that little bit easier.

Like I said, there aren't any real negatives to talk about from this test other than my knee has now finally given up the ghost after years of thinking I'd got away with it. That and the seven-hour wait in the departure lounge at Stansted...



A bike fit for a queen



THE WILL TO WIN!

GRAEME IRWIN WON THE OPENING MAXXIS MX2 MOTO OF THE SEASON BEFORE SUCCESSIVE SHOULDER INJURIES REDUCED HIM TO THE ROLE OF A SPECTATOR FOR MOST OF THE YEAR. JEFF PERRETT DISCOVERS IT'S BEEN AN ENFORCED LAY-OFF THAT'S MADE THE ULSTER TEENAGER EVEN HUNGRIER FOR SUCCESS...

Words by Jeff Perrett Photos by Suttty

Young Ulsterman Graeme Irwin set tongues wagging back at the opening Maxxis British championship round in February when he took a surprise first moto win. It was all downhill from there but – as weird as it sounds – that's maybe been a good thing. Honestly...

I'm going to cut straight to the chase here. I like Graeme Irwin. Not in an 'I want to take you home and meet my mother' kind of way – I mean, he's a good bloke but not good enough to swing my gender preferences. No, what I mean is that he's just a very likable person. He has a strong, positive character, a good sense of humour and to say he has a steely determination is an understatement – a bloody big understatement!

He has one of the most swashbuckling styles I've seen in a long time to the point that he reminds me of the videos I've seen of Bob 'Hurricane' Hannah from his days in the '70s and he has a little bit of Damon 'The Beast from the East' Bradshaw about him too. For me, Graeme is a breath of fresh air who has every chance of becoming a real motocross hero.

His desire and fierce racing approach is right up there with another no-holds-barred rider he admires – Brad Anderson – and Irwin makes no effort to hide his passion to race and win. I called him at 9am prompt on a

Sunday knowing I had an hour to talk to him before he set out on another long bike ride around the rolling hills of his native Northern Ireland as he puts in the hours to get his career back on track after a wrecked 2010 season.

"Right, let's get cracking. I wanted to interview you way back at the start of the season but then you went and smashed yourself up you idiot!" I said. I knew I could call him an idiot because Irwin gives as good as he gets on and off the track.

"Idiot! Exactly! That's the perfect description for me I think!" he replied with a laugh and then we were off and running, going over what happened this year and the effects it has had on him as a motocross racer and as a person. As the conversation starts to flow it's obvious that he's candid and not short of confidence. No doubt it was that inner belief that saw him win the opening moto of the year so I asked him if that came as a surprise.

"Yeah and no and I'll tell you why. Nine days before the race I dislocated my shoulder and I decided to ride two days before the race to see what it was like. I knew before I done my shoulder I had the speed but I obviously didn't know how or if the shoulder would stay in, it was still really weak. So the win was a surprise that way but if you had asked me a week-and-a-half before the race if a win was realistically possible I would've said yes. I was confident."

The sheer thrill of winning came >>



flooding out when he crossed the finish line that day. It was raw – just like Irwin's talent – and reflected his character as he fist-pumped, jumped and screamed from the pure euphoria of his first ever major professional race win. "If you thought that was an entertaining reaction, you wait for the next one! I reacted that way because I was pumped. It's an amazing feeling, I had worked hard in the off season and there I was, winning the first moto of the year with my shoulder nearly hanging out of its socket. Why would anyone want to fight those emotions? Let them pour out I say."

That's what I like about the 18-year-old from Carrickfergus, just north of Belfast. He's honest and works hard and he's also an uplifting character to be around. He seems to have this good blend of knowing what it's going to take to succeed without ever stepping over the line where it stops becoming fun. Clearly he'd been putting the work in during the off season – you don't win the opening moto of the year just by luck alone, especially when you're riding injured. So what did he do in the winter to up his game?

"Honestly? I tell you what I did. I thought about it long and hard once last season finished and simply realised I wasn't content to be a mid-pack rider. Well maybe not mid-pack – I wasn't that bad. I mean I was getting just inside the top 10 but it's not where I wanted to be. I know I'm young and I have time on my side but this is how I feel

now. I don't want to be there, I want to win – it's that simple.

"We sorted it out so I could have a full-time mechanic so I started working with Jeremy Long and we really started to step it up. As much as I want to have fun, I want to be at the front. I want people to know I'm not here just to make up the numbers and enjoy the ride. I'd rather give my all in trying to win races than not taking a few risks and being a number in the pack. It's strange but it kills me to come fifth or something like that. So I just worked my ass off last winter. We went to Spain and I beat Jake [Nicholls – his team-mate] in a few races and that gave me even more confidence."

Like I've already said, once you get to know Graeme it's obvious he's not exactly lacking in the confidence department, especially since he got his shot on the HM Plant Red Bull KTM UK team. For some riders the step-up to a high-profile professional team doesn't always work out and the pressure to perform can affect even the most talented but for Irwin that's definitely not the case. He's the kind of rider that thrives on a challenge and the transition to full-time pro has also been made easier by the fact he already had a good relationship with Team Manager and fellow Ulsterman Roger Magee, the man he's affectionately nicknamed R-Dog.

"The year before I joined Roger's team I rode for TAS Suzuki and that was great. We did a few British championships and I did

Pre-season testing in Spain went well for Graeme and he was full of confidence



Graeme on the gas at the opening round of the Red Bull Pro Nationals at Foxhill – the day he dislocated his shoulder



© Nuno Laranjeira

Graeme



Graeme Irwin

okay, well enough I think for Roger to really start considering me as a rider on the team. It had come to a point where I'd pretty much won everything at home in the adults and I needed to get to the next step.

"Luckily, Roger is from the ol' Northern Ireland himself and we got together and discussed what we could do. It was a little late in the day and Roger had to go back to KTM to see if he could get the support to run me on the team. Obviously they said they could help and I was pumped, it was a big step up for me.

"TAS Suzuki had really helped me out and I'll always thank them for that but with Roger it was a chance to race GPs and all of the British championships. That's where I want to be. It boosted my confidence so much. Everyone says I know but I want to be a world champion and being on this team is a step towards that."

Although the consistency isn't part of his arsenal just yet, it's obvious that heart and hunger are and they are key traits in any champion. Ones that you can't buy or train to improve, you either have that within you or you don't – think Rocky films here! That desire in Graeme comes spilling out on the track. He rides wild and loose with the bike squirming about under him. He seemingly doesn't put the bike where he wants it and opts for going where the

bike wants to go as long as it's fast. I can distinctly remember him having a huge moment at the British GP at Mallory as he came up to the bombhole. He saved it that time – don't ask me how – and just got straight on the gas into the next corner like nothing had happened, a knack that I've seen Carmichael do over and over again. Now I'm not saying Irwin is going to be the next GOAT, what I am saying is he has that ability to do what it takes to win. He knows he has too but even so he'll admit he needs to work on his consistency.

"Discussions about my style come up quite often. The thing is I want to win so badly it hurts. If there was a race on a flat-out track I'd be up front for sure because I'd hardly shut off! Tom Church asked me once how I managed to make a corner with the speed I had coming in after watching me in qualifying. I took that as a compliment and said to him 'I don't know, I just throw it in there and hope it sticks! The best way when things go sideways is to just keep it pinned.

"Seriously, my will to win just takes over and I have to learn how to channel that right. It's something I've been working on but this year I just never really got the chance to show it – before I got hurt I had smoothed out a lot. I went from a guy that burned out clutches all the time

to hardly going through any in the off season. I'm going up to the MX1 class for 2011 so I think that will smooth me out a little too – only a little mind, I don't want to go all soft! I'll be riding the 350 so I won't be able to throw that around as much as I can the 250 but I'll give it a bloody good go!"

So things are looking promising for Irwin after a missed season. Even though we have the phenomenal talents of the likes of Ken Roczen and Jeffrey Herlings gracing the world championships at such a young age, time is still on Graeme's side in his efforts to make the grade. It's tough taking time away from anything you love – even more so when you're young and eager. So just how frustrating has it been sitting it out and what exactly has been the extent of the damage to his shoulder?

"Oh, it's been really frustrating not racing, really crap! I was speaking to R-Dog the other day and he said 'you're not riding until January' and I replied 'are you serious?' but I can see the value in that. At first I didn't know what to do with myself but once I got my head round it I started to really think about 2011 and look at the positives there. I think it's made me stronger mentally and I'll be fresh for next year both physically and in my head. It's just one of those things, I mean, we race motocross and



THE JOY OF SIX!

SOME MORE INTERESTING IRWIN FACTS...

1 Such was the passion to race the family forged a fake birth certificate for Graeme so he could start extra early. "It didn't work though," grins Graeme, "they sussed it and dragged me off the line at our first race. I was only four and was busting to get out there! I took my own bike up to the line and everything!"

2 Dad Alan was a multiple North West road racing champion but Graeme has, so far, never wanted to race road bikes. "I've started out in motocross and I just want to be the best at this. I started training when I was six."

3 Irwin finds the best way to spend his downtime and get away from it all is to go to the cinema. "I like to go and watch a movie. You can just switch off and not talk about bikes – in fact you can't talk about anything really can you? Unless you want to deliberately annoy someone and I'm not like that."

4 If he's not at the cinema he can't help but mess about on anything motorised. "I live right out in the middle of nowhere really so me and my mates are usually messing about on jet-skis or trials bikes. We also get out in the cars quite a lot and go and rag them in the forest for a wee spot of rallying. That usually gets a bit wild – like my riding!"

5 As much as his personality is open and he's easy to talk to and will spend time with the fans, Graeme is image conscious. "I don't want to come across as cocky just because I'm confident. I'd like to think I'm approachable. I might say I'm going to win if I'm asked but that's only because I believe I'm going to. I respect the other racers but at the same time I want to kick their asses! I also try to be professional when things go wrong. I'd be disappointed if anyone saw me throwing my helmet down or leaving a bike out on the track if it blew up or something's gone wrong."

6 America could have a lot in store for him. "I think the American tracks would suit my style better and if I ever get the chance to race there I'd take it for sure. The way they race would be right up my street. They seem to be more aggressive and the tracks are geared up for that. I'd love to hang it out at an AMA national one day."



Irwin runs away with the opening race of this year's Maxxis British championship at Little Silver



injuries are part and parcel of it.

"As for the actually injury, well, I done that at Foxhill right in front of Suttty so let's blame him! Nah, I'm joking of course. I asked Suttty to pop it back in. He was pulling and pushing my arm but it wasn't going in and I was in quite a bit of pain. He said 'it ain't going to go in', I said 'pull the ****king thing harder' and then it popped back in. It was a funny but painful moment – he was crapping it I think.

"I tried coming back to race as soon as we thought it was okay but it was too badly damaged. My hand would go numb and purple because the blood wasn't getting down to it through my shoulder. Then I had another operation and we made a plan for another comeback at Foxhill where it all happened and, let's be fair, not the easiest track to come back too after a shoulder operation – that was big R-Dog's idea! We didn't get that far though because the Monday before I was practising at

home and it just wasn't happening and then I dislocated my other shoulder!

"That's when we made the right decision to knock it on the head and recover fully. I didn't want to underperform or waste the team's money going to places like Latvia and riding round at the back or being forced to pull out of the race. It was a tough decision because it was my first season in GPs but it was the right one."

With so much time to think Irwin has taken the frustrations of not riding and turned them into something positive. One of the things he's learned in that time is that his training programme and lifestyle needs to be more finely tuned to his profession if he's going to couple it with that natural desire and take it all the way.

"I've definitely learned to be stricter on myself with my preparations and I think people will notice that next year. In the way I ride, train and eat. I've always trained so hard but never really looked at my diet or the times I eat and then



there's been times when I've been ill because I'm probably overdoing it. I've just got to learn to be smart about it because when you're young and determined you think you're indestructible.

"I've got to come into each weekend ready to peak and not be physically or mentally tired. I know I've got the speed for most people for one lap but I need to put that into consistent laps in the race. If you want to win you've got to give it 100 per cent in every aspect. You only get back what you put in."

As Graeme is running all this by me it becomes even more evident than I imagined just how much of an out-and-out racer he actually is. Coming from Northern Ireland may have something to do with it – motorcycle racing is a way of life there and his father Alan was a successful road racer, just as Martin Barr's father was too. With such a heritage of racers coming out of his homeland I asked Graeme which of them has been the most influential.

I was surprised by his answer but once he explained the reason it kind of makes sense.

"Philip McCulloch is one of the hardest, aggressive – some would say dirty – riders I've ever raced with and he influenced me so much. I raced Phillip when I was 15 and he went in hard on me and everyone else. That toughened me up quickly. The racing in Northern Ireland seems to be much more aggressive. I liked racing him – it made me a lot stronger. It was like 'all right, if that's how it is, then sweet, let's have it!' and rather than taking it all personally just nail them back."

"Brad Anderson is class and I can't wait to start racing him. I respect him because he gives it 100 per cent too. That's the kind of racing I enjoy, if you're not allowed to touch each other or put a front wheel in here or there it's a bit more like a girls' sport. Not too much disrespect to them but you know what I mean. I'm not here for the fame – I'm here to win races."



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WIRED!

WACKER WHIPS OUT HIS SECOND FAVOURITE TOOL EVER TO BRING US ALL UP TO SPEED ON THE WONDERFUL WORLD OF WIRING – WANGTASTIC...

Words by **Geoff Walker** Photos by **Sutty**

If you're anything like me then your dirt bike is probably your most favourite thing in the whole world. You look at it as a thing of beauty and a means to feel like Ricky Carmichael every time you fire it up and get out there to lay down some hot laps, fat whips and one-handers and that's what riding motocross is all about.

While working on your bike isn't what motocross is all about unfortunately it is necessary and while it ain't cool it has to be done. With that in mind this month I'm gonna talk about the humble and quite boring world of lock wire.

Wire and indeed a set of lock wire spinning pliers should be an essential part of every rider's tool kit as it has quite a few uses for keeping your beloved dirt ripper running safely. Here are a few of my favourite uses for lock wire – read on and learn to love your wire as much as I love mine!

001: The most obvious use for wire is of course on your grips. It's always important to keep your grips firmly attached to your handlebars for safety and stuff so after you've glued them on then you've got to wire them firmly in place as back up. I do a double wrap round with the wire ensuring that the ends of the wire meet at the bottom. Then, using the pliers I spin the wire up to fix it in place. Cut the wire with side cutters about 2mm from the tie point and push the end of the wire up into the grip so it disappears into the rubber. Repeat this two more times on each grip – once in the middle and once at the bar end.

002: The headstock top nut can be a bit of a nightmare if it comes loose. Some of the nuts come pre-drilled but if yours isn't you need to drill a 1.5mm hole across an outer corner of the nut for the wire to fit through. You will need a second hole at a point below the nut on the top triple clamp. The wire should be fed through the top nut after it has been tightened to the correct torque and then attached to the hole on the triple clamp. A cool tip is to fit some carb tube over the wire before you feed it through the hole on the triple clamp as this will protect the clamp and looks cool. Feed the wire through the lower hole and tie it into place.

003: There are no riders out there who want a footpeg to fall off during a ride – that would simply not be a good thing. The split-pins holding your peg pins in place are good at what they do but they can take a terrible pounding and be ripped out of place causing the peg pin to fall out and your footpeg to take a holiday from your bike which is dangerous!

Some fine and dandy lock wire can give extra security to this area. I cut a long section of wire and hold one end in the vice before spinning it up. This double thickness wire is then fed through the centre hole of the footpeg pin and then tied together. This adds that extra security but must still be checked regularly.

004: This might seem a strange one but I sometimes use lockwire on the chain adjusters when on a long distance ride or in an extreme event where the adjuster lock nuts can come loose due to rocks hitting them. The wire can be tied just behind the locking nut to hold it in place in case it comes a little loose.

005: The radiator hoses can be a vulnerable part of your bike with all that roost flying around. The lower hoses can be cut by roost and rocks so find some old hose and cut it to fit over the open and unprotected section of your bike's coolant hose. When it is cut and wrapped around simply lockwire it into place and hey presto, you have instant protection for your cooling system. Sick.



Lock wire and lock wire spinning pliers are toolbox essentials



Wakker – he's got a screw loose but, luckily, it's wired in place...



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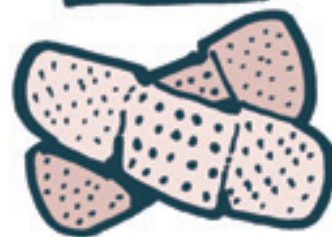


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LEE DUNHAM

DOUBLE DUNHAM!

WITH BACK-TO-BACK IMBA AND AMCA MX2 TITLES TWO YEARS ON THE BOUNCE, LEE DUNHAM'S THE ONLY RIDER EVER TO DO THE 'DOUBLE DOUBLE'...

Words and photos by Mike Wood



Lee gets on the gas in the Dutch sand during his successful defence of the IMBA MX2 title

He used to race with 'Dangerous' emblazoned across the arse of his jeans but 25-year-old Lee Dunham is just about the smoothest, coolest competitor around. With his controlled, upright style, forget it if you're looking for a wild, crossed-up, bar-dragging photo of the lad. Spectacular his style isn't, brutally effective and efficient it most certainly is...

In fact, so brutally effective and efficient is Lee's style that it's earned the Maxxis Henderson LPE Kawasaki hotshot a place in the record books as the only rider ever to win both IMBA European and AMCA British MX2 titles in consecutive campaigns. A unique double double!

To even dream of achieving that high level of success requires total dedication, endless hours of hard work and meticulous preparation. And Lee's the closest you'll find to a professional AMCA rider, practising and training throughout the week before racing on just about every Sunday from March until October on bikes immaculately prepared by his mentor – and dad – Mikey D. While most AMCA riders will sit in their vans between races, Lee can be found studying riding lines, watching out for changing track conditions and keeping an eye on lap times.

But where did it all start for the Super D? At the tender age of just four years old he climbed aboard a Yamaha PW50 fitted with golf trolley wheels to act as stabilisers! Riding around a local field Lee would continually get his bike stuck in tractor ruts as his father, himself a successful former racer, shouted encouragement. Once Lee had

mastered the tractor ruts the stabilisers came off and he was straight into action with the Severn Valley SSC. Making immediate progress, his raw talent was noticed by Neil Fraser of Gloucester Kawasaki Centre. In his Ultimate race

clothing, Lee was now aboard a 65cc green Kawasaki sporting a luminous pink seat cover! "The pink seat was rather embarrassing," admits Lee, "so I preferred conditions to be as muddy as possible – that way people couldn't see the seat's real colour!"

Undeterred by that lovely pink seat cover, Lee took just one year to record his first ever moto win but his first taste of national racing on a 100cc machine didn't go too well. "Riding in those nationals was just like being involved in a game on my Play Station. Although I was giving 110 per cent I always seemed to finish towards the back of the pack, never getting close to the leaders. The only time I felt even slightly competitive was when we were riding on a wet, slippery grassland track."

Typical of his approach, Lee persevered with national competition and competed against the likes of Billy MacKenzie in the BYMX series. Importantly, he also experienced some European action travelling to IMBA events as his dad supported Bristol-based brothers James and Paul Cumber. Often at those events Lee would be roped into being the flag bearer for the Great Britain team and the whole atmosphere rubbed off on the impressionable teenager. "I really enjoyed those European adventures and after watching the action decided that one of my goals when moving into adult racing was to eventually compete in the IMBA championship."

His youth career over, Lee followed in his father's footsteps and went straight into the AMCA as a member of the Dursley club. Elevated immediately to Experts status, Lee quickly progressed before making his AMCA championship debut in 2003 and then, just one year later, he was asked to represent Great Britain in the home IMBA 125cc round at Bridgnorth. Displaying typical maturity and coolness he reeled off a very strong 5/7/4 scorecard and in the process earned himself rides at the remaining three rounds of the series in France, Germany and Switzerland. At that final meeting Lee won the only race – and his first IMBA overall – on a day curtailed early due to bad weather. >>

The spoils of war!



BRACE YOURSELF

THE NEW B-2 KNEE BRACE

His fantastic potential was being noticed and Lee joined forces with the very swift Gary Davies as part of the AMCA Kawasaki Team Green set-up. He was also showing himself to be a quick learner and when he joined forces on the MotoExtreme Kawasaki team with Mark Hucklebridge as his team-mate and trainer he witnessed a different approach to racing.

"I discovered a whole new dedication when joining forces with Huck," admits Lee. "I listened to every word of his advice and made adjustments to ensure that every time the gate dropped I was ready for action." Training with Huck also made Lee an honorary member of the famous Marshfield Mafia which included Stephen Sword and Tom Church. "When we were out practising together you could learn so much from watching Huck, Swordy and Churchy. Their riding lines were so different and totally smooth and every time they passed me I knew that their overtake would be safe – and I even noticed that they would also use some of the lines that I had taken!"

The change in his training regime quickly paid off and Lee hauled himself rapidly up the AMCA championship table to record a fantastic runner-up spot in the final 2008 standings. He'd

missed out on a place in the Great Britain team for that season's IMBA campaign but due to his fine form at home he was asked to take the wildcard entry for the British round at Walterstone. Initially rejecting the invitation, Lee was eventually persuaded by Hucklebridge and MotoExtreme team boss Alan Brown to ride.

Leading moto one in dusty conditions, Lee was boarded to move over and let title contender and British team-mate Phil Mercer through. Lee did as he was told only for Mercer to then crash so Lee put the hammer down and took the win himself. After taking the overall victory at the end of the day he backed this up with the first ever AMCA championship moto win of his career during the final round of the season at Norley, proving that he had now well and truly arrived as a major championship contender.

Increasing his training programme, Lee continued his partnership with Mark Hucklebridge and although he was star pupil from the 2008 camp he was also the butt of the jokes at the start of the fitness campaign. Instructed to attend the Fitness First gym in Bristol, Lee duly travelled to the venue for an agreed 6.30am start. What his colleagues had

More IMBA action, this time heading to the overall verdict at Nympsfield



Lee looked comfortable in the defence of his AMCA title in 2010

failed to tell him was there was another Fitness First gym in Bristol on the opposite side of the city! So one high-speed dash later, Lee made it to training and also picked up his 'Dangerous' nickname.

So onto 2009 and all those hours of hard work, training and meticulous preparation were to eventually pay dividends as Lee took his first ever AMCA and IMBA MX2 titles. In a truly incredible season, he claimed seven out of a possible eight podium finishes and five overall victories in the home championship. Such was his dominance that he entered the final round of the series at Norley a massive 149 points clear of 2008 champion Phil Mercer and requiring just an 11th place moto finish to earn the title. If anything it was a bit of an anti-climax...

"I was delighted to earn my first AMCA title but because I had such a large points advantage it appeared to take some of the glory away from the win. I actually felt a whole lot more elated and emotional in winning the IMBA title as the points situation was very tight and not decided until the final moto of the season."

The IMBA championship certainly was a tense, close affair and went down to the wire at the final round at Meijel in Holland where at the start of the day Lee held a nail-biting 16-point advantage over Mercer. And Mercer finished as top Brit on the day in sixth overall but Lee shadowed him all the way and took seventh overall and with it his first ever IMBA title.

"Crossing the finishing line in the last moto I wasn't totally sure if I'd done enough to win the championship. All I can remember is then being sprayed by champagne by Great Britain team manager Colin Price before being mobbed by my mum and dad. It was a very emotional moment following a tense, nervous campaign."

At times it was also a bad-tempered campaign and earlier that year Lee saw red in France and confronted Mercer after





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an incident heading into the opening turn. "Yes, we had a very heated exchange of words but that one moment appeared to not only make me determined but also totally focussed to achieve my goals."

After winning the double Lee moved away from the MotoExtreme team for 2010. Following a call to Kawasaki he was pointed in the direction of the Maxxis Henderson LPE Kawasaki team and Lee met up with team boss Steve James at the NEC bike show and was immediately impressed. "When I met Steve he had already done on his homework on me and was aware of what I had achieved. I was totally gob-smacked by his professionalism. We shook hands on a deal and although no contract was signed Steve proved what a true gentleman he is by then sticking exactly to his word."

Although obviously having to use and endorse the Maxxis Henderson LPE team products, the Dunhams were still able to use their own set-up on the 2010 Kawasakis while at the same time Lee was able to enjoy the benefits of having top pros Kristian Whatley and Gert Krestinov as team-mates. "During 2010 I've trained on occasion with Kristian and



Gert. In one session I had a ride on Kristian's 250F and really liked his suspension set-up, this one moment convincing me to switch to Mark Eastwood-tuned forks and shocks. That move certainly improved my own bike's handling performance.

"When we are out training Gert always starts behind me and tries to push me along, the problem being that he insists on doing regular 30-40 minute sessions saying that anything less is a pointless exercise."

Judging by the tales of arm wrestling and karaoke comps between the riders, bossman Steve and Elvis-loving driver Teddo there's a great team atmosphere and this has surely been a factor in the composed way Lee's gone about defending his IMBA and AMCA titles this season. In the AMCA champs he sat on a 46-point cushion going into the final round and in the IMBA series he was 63 points clear. Just as in '09, both times former GP rider Phil Mercer has been his main rival and both times – again, just as in '09 – Lee's come out on top.

After his last ride of the season in the AMCA beach race at Weymouth aboard a Maxxis Henderson LPE 250cc Kawasaki two-stroke, Lee's now taking a break before getting stuck into his winter training programme. Early in 2011 the plan is to go sand riding out in Holland or Belgium with Gert who has jokingly told him he's "rubbish" in the sand and the determined – but not dangerous – Dunham is keen to put that particular record straight as he lines up a double hat-trick next season...



HARD LUCK STORY!

THE 2010 SEASON HAS BEEN A TESTING TIME FOR MOTO ONE KTM TEAM BOSS DARREN WILSON AND, JUST WHEN HE THOUGHT HE'D TURNED THE CORNER, THE FICKLE FINGER OF FATE FLIPPED HIM THE BIRD AGAIN...

Words and photos by MARK TURNER

Remember a few years back when the queen made her now infamous annus horribilis Christmas Day speech? Basically, her year had been a bit of a s***ter and because even Her Maj can't say 's***ter' at 3pm on Christmas Day on the BBC she had to quote some Latin wordy nonsense instead...

What, you may well ask, has that got to do with racing scrambly bikes? If we're being totally honest not a lot although it's good to know that even the blue-blooded among us can have a turkey of a 12 months. The sort of crappy year that Moto One KTM main man Darren Wilson has just endured...

Darren's witnessed his team slowly falling apart in front of his eyes through no fault of his own – and it's been happening more or less from the word go. But, on the flipside, the year's ending on a high with an announcement that's got him and his team itching for the 2011 season to begin.

Moto One started life as a small internet-based business selling motocross clothing but after a few years of finding it difficult to make it pay, on top of running his own building business, Darren pulled the plug and in 2008 decided to put all his efforts into his ambition of having an MX team of his own. So at his own expense he threw Tony Craig, Ricky Mair and Graham Riley at the British championships – not with much success it must be said but all the same the foundations for Moto One had been laid.

The following year saw progression for the team with the signing of Shane Carless and James Hutchinson and after a solid season the two were re-signed for 2010. Pre-season testing went well and everything looked positive. "We'd gone to Spain for testing and training for two weeks in January and it couldn't have gone any better," says Darren. "I'd managed to assemble a decent sponsorship package

together for the team – great preparation for the fast-approaching season opener at Little Silver."

But before they'd even got to Devon there was a bombshell to deal with – Shane wanted out. "Shane made the decision that he wanted to go off and do his own thing which I had to respect so we agreed to go our separate ways. It wasn't the best of situations to be in even before the season had started to be honest but there was nothing I could do about it – I just had to concentrate all my efforts into James' campaign."

So after making the 1,000-mile return journey from Perth in Scotland all the way down to Little Silver for the opening round of the Maxxis the team – albeit slightly thin on the ground – were keen to finally get going.

"We left Scotland in two feet of snow and basically travelled from one end of the country to the other and what for? A 30-minute practice session and less than a lap of qualifying. Practice had gone okay – a bit muddy but we could handle that – then as we got into the qualifying session James failed to come back round after the first lap out.

"The track already was getting badly rutted and it seems he got hooked up in a rut with his foot down resulting in a badly broken ankle which basically finished his and my season there and then! It was an absolutely devastating blow for all of us – it wasn't like I had some sort of magic back-up plan which would allow us to carry on. It was time to get my thinking head on and quick."

But with most riders having secured deals for the season things were not looking good for Moto One until another team's misfortune lead to a change in Darren's luck. "We had no choice in not going to Mallory Park for round two – I had no riders – but in the meantime the Buff Husqvarna team had folded which resulted in MX2 rider Josh Waterman being available. It was a no-brainer – Josh was in!"

>>



Josh Waterman's new ride with Moto One KTM got off to a flyer on his debut at Duns

CHOICE OF CHAMPIONS

Asterisk Cell knee brace as ridden by Ryan Dungey and Andrew Short (part of Team USA) winners of MXon 2010

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At the same time news was filtering through that American star Mike Brown was on his way over to join the team. A change in fortunes perhaps? Not quite. "Yeah, everything was in place for Mike to come over and do the British championships riding a KTM under the Moto One awning starting at our 'comeback' race at Duns along with Josh's debut for us. But a last-minute problem with his licence meant it wasn't going to happen. It was disappointing."

But at least the team were back on track at last and with Josh adapting to the KTM well with consistent rides at Duns and the Red Bull Pro Nationals at Canada Heights along with stand in team-mate Ricky Mair and Gary Sharp in the mix in MX2, things at last looked to be headed in the right direction for Moto One. But, in a season with more ups and downs than a day out at Alton Towers, it couldn't possibly last. And it didn't – Josh crashed out of qualifying at Lyng at round four of the Maxxis series.

"He'd been on the gas in practice and was looking real good then on the first lap of qualifying threw it down the track and that was that – game over," recalls Darren. "Everything was going wrong and no matter what I did to try and make things right it just wasn't happening. I kept asking myself what was I going to do. Was all this effort worth it?"

The summer also saw the arrival of Bristol's Joe Dark to the team after struggling with a Suzuki for the first half of the season. But following a promising start on the new bike it all came to an abrupt end at an U23 round at Frome when he sustained a knee injury that would require extensive surgery and leave him questioning his future in the sport. But on a positive note for the team, after only missing the Foxhill Maxxis round Josh Waterman was back on a bike and slowly getting himself back up to race speed. A corner turned perhaps? Maybe, just maybe...

So after his very own annus horribilis concluded with the washed out final round of the Maxxis at Hawkstone Park, the 2011 season can't come quick enough for the team. And there are exciting times on the horizon...

"For 2011 we've secured the backing of Scottish soft drinks manufacturer Irn-Bru >>



Shane Carless left the team for 2010 but is back next year



THANKS FOLKS!

DARREN'S BRILLIANT BACKERS

"I'm lucky to have some great sponsors so a big thanks to Scott Gardiner at **Planet Advanced Racing Suspension**, Shaun at **KTM**, Ashley at **MSR**, Ian and Alan Reid at **MXM**, Aaron at **Craigs Motorcycles** at Dewsbury, **Rock Oil** and **Safe Access Highland Ltd** who have been with us since day one. And a special thanks to my girlfriend **Gillian** who has had to listen to nothing but motocross. But she knows racing is life..."



Darren and his men show off the new team sponsor at a miserable Hawkstone Park



After a super-successful schoolboy career Josh Waterman's trying to make a name for himself in the adults

and the team will now be officially know as Moto-One KTM powered by Irn-Bru. Quite a coup for us – a Scottish team backed by one of Scotland's most famous products – plus it's a positive step to introduce a new outside sponsor into the sport.

"The team will consist of Josh, James and Shane Carless who makes a welcome return to the team after a year away. Murray Clunnie is a new addition and he will ride MXY2. Also young Keenan Hird joins us on the KTM 85 after winning the 65cc Red Bull EYC championship. We shall be running the Maxxis and Red Bull Pro Nationals and if it goes ahead the mini Euro series Matt Bates is planning.

"For next year we have to step it up a gear to do it properly and professionally. My main three guys all know what I will be expecting of them – top 10s at the Maxxis week-in, week-out. Josh and Shane are more than capable of podiums,

Shane especially, James is flying just below the radar at the moment but has had two years of bad luck with injuries – if we can get three or four races out of him without any problems his confidence will grow and then watch out, the guy has so much natural talent.

"The guys know what is expected of them. Finish up after Hawkstone, no bikes, go eat your burgers and do what you want but come December you're up for your first fitness test, then come February the second fitness test and if there's no improvement then that's it, they're out! Sounds harsh but I can't afford to do this only to have guys take the p**s.

"But to be fair to the guys I couldn't ask for more in the way they commit themselves to the cause. They have a good deal with me where I only ask that they pay for their entry fees and fuel, everything else is provided by me and for a private team such as ours that isn't so bad."

Seeing as he's brought up the subject of finance, how much does it cost Darren to go racing for the season? "I wouldn't like to put a figure on it – if I sat down and added it all up it would probably scare the crap out of me! But believe me there's no magic chest at the bottom of the bed. I'm back on the tools at present and the day's money doesn't bring anything in for me but we're lucky to have a good bunch of sponsors around us for which I'm truly grateful."

Stop press! The Moto One tale took another major twist when James Hutchinson had a big crash at the start of October which initially looked to have ruled him out of the entire 2011 season with a badly broken wrist. Unfortunately, after a number of operations and a surgeon telling him he's lucky to still have the use of his hand James took the painful decision to retire from the sport and will be replaced on the team by South African David Goosen.



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DÉJÀ VU!

THE SIGHT OF A KX500-TOTING GORDON CROCKARD IN M ROBERT RETRO KIT AT FARLEIGH'S VETS DES NATS REMINDS JACK OF A BRITISH HERO OF THE ICONIC WILSHIRE TRACK 23 YEARS EARLIER...

Words and photos by Jack Burnicle

What a fabulous festival of fun-packed motocross was evoked at Farleigh Castle's Vets' MX des Nations in September. The fascinating mixture of old and young men riding bikes ancient and modern produced a rich programme of dazzling diversity to entertain an impressive audience of families, youths and enthusiastic elder statesmen!

Forty-something Farleigh legends Dave Thorpe and Aussie Jeff Leisk campaigned contemporary machinery (CCM and 350SXF KTM respectively) while scaldingly fast kids like 17-year-old Scott Elderfield and local Bristol lad Jon May inflicted spectacular 21st Century abuse on a pair of period Suzukis. In fact, May set fastest lap of Saturday on a 1988 RM250 (it nipped up in protest after his first race!) while ebullient Elderfield engaged in stupendous combat (and shared mechanical misfortune) with Josh Coppins on a 1981 490 Maico.

First day winners also included, after a simply sensational contest, 48-year-old Greg Hanson by a tyre's width over Cradley Kawasaki's South African guest Ryan Hunt – a mere 38 years young. Thorpey said he could hear our commentary as he rode round a lonely third. "I wanted to stop and watch the race myself!"

May's bad luck handed the 'Evo 250' class to Oxford's former 125 Honda star Craig Pratley on a 1988 CR250 while my old pal from North Yorkshire, 47-year-old Russell Watson, rode a 1983 CR480 with bowed willow-tree Graham Noyce handlebars ("it's how I've always liked them!") to victory in the opening Over-40s Twin Shock clash.

In the only MX des contest to hit the perfectly prepared, traditional Farleigh layout on Saturday, Brian 'Spud' Wheeler (Maico) had Belgian Werner Dewitt – on a ridiculously rapid 500 Suzuki – though the ropes to the joy of a feverishly biased crowd. But perhaps the coolest conqueror of all was former British Open champion Gordon Crockard. The 31-year-old not only dominated the 500 'Evo' class on a 1986 Kawasaki, he did so in a superlative retro outfit. Calling the race alongside master of ceremonies Paul Hardy, it gradually dawned

on me that Gordy's colour scheme exactly echoed that of Kurt Nicoll at Farleigh's 1987 British 500 GP – the day Nicoll won his first ever world championship moto!

Dave Thorpe, who also raced that grand prix, knew immediately. "At first I thought it actually was Kurt, then I realised he was riding with way too much style," grinned David slyly. Crockard had borrowed his 1987 Team Green M Robert shirt from fellow Ulsterman Laurence Spence (a team-mate of Nicoll's that year) and a number seven Camel race bib from another Irishman, Dave Watson. Combined with an old pale blue pair of Ultimate pants and a white helmet, the disguise was exquisitely complete!

Cambridgeshireman Kurt Nicoll is the son of former BSA factory star, winner of the 1970 Luxembourg 500 GP and present FIM MX GP race director Dave Nicoll. Now CEO of Godfrey Entertainment in the States after a long relationship with KTM, Kurt had risen through the Team Green schoolboy ranks – though Dave wouldn't let him race until he turned 13!

At the age of 18, in 1983 the hard-working Nicoll junior entered 500 GPs with Kawasaki. There followed three seasons with KTM before he returned to Alec Wright's Kawasaki fold in 1987. He arrived at Farleigh for the British GP off the back of a hard-fought second place in Italy. "That's the best I've ever ridden," he announced. "I felt really confident and was without doubt the fastest rider on the track. I can't wait for the British round. I know I can get a good result there!"

Starts were Nicoll's weakness. In both Italian motos he'd wrestled his way through the field from way outside the top 10 to grasp second overall behind title leader Georges Jobe (who was a welcome guest in Wiltshire this year). Fastest in practice 23 years ago, a typically tense Nicoll produced his usual paltry start, emerging just inside the top 10 after the opening lap. But he launched another robust charge reminiscent of his Italian heroics.

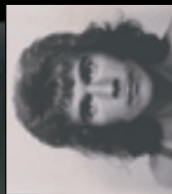
By lap six he'd out-braked Max Anstie's fast-gating dad Mervyn at the bottom of the big hill. A lap later, at half-distance, he'd caught leader Leif Persson on his

>>





GREG HANSON CHARGING
HARD AFTER JAILED
SMITH (56)



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICK is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnick, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

DESCRIPTION SIGNALEMENT

Beaver	Titulaire	★Wife	Femme
Occupation	PROFESSEUR D'ART		
Place of birth	BILLINGHAM		
Date of birth	9/1/47		
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Gordon Crockard - or is it
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factory YZM Yamaha. Lap nine they were side by side up the main climb and back over the massive jump into the packed amphitheatre. Nicoll pounced as they swept across the line to the noisy joy of the Farleigh thousands, pulling out eight seconds over eventual runner-up Jobe to record a famous first GP world championship victory on home soil. Georges beat injured defending champion Thorpe as Persson slipped to fourth and Team Green's Laurence Spence snatched fifth on the final lap from Italian GP race winner Claudio de Carli!

Other Brits did well too. Merv Anstie (KTM) had led the opening laps but, with a possible fourth place in sight, came off second best in a clash with Persson. Kawasaki duo Jared Smith and Greg Hanson - so fast at Farleigh in 2010! - fought for 10th place, burly north Yorkshireman Smith just pipping High Wycombe's Hanson. And yet another fast KX500, ridden by Berkshireman Andy Nicholls, went out with a broken clutch when he was hit by obviously energetic Swede Persson!

Unfortunately, a few 'fans' had targeted Jobe with beer cans and bottles. After crossing the line, Georges stormed up to the commentary tower and launched an impassioned request for fair play. "I came here to win. I want to win. So please, let me do my job," he pleaded in that hoarse, emotional growl. "Please be fair with me." West Wilts Motor Club promoter Ken Lywood also addressed the crowd. "I've been organising grands prix here since 1966 and this is the first time I've had to offer an apology for the behaviour of those people who have



INJURED + ON PAINKILLERS
THORPE IS VAGED ON TO
3RD PLACE IN RACE ONE

insulted a great rider," said a shocked Ken. Nicoll and Thorpe later added their thoughts via a roving mic just before race two. "We want to beat Georges fairly and squarely," insisted Kurt. "Just don't give him any excuses..."

Georges didn't need any excuses. While the English duo were delayed by a first turn pile-up that floored Persson and KTM team-mates Heinz Kinigadner and Kees van der Ven, third factory KTM rider Jacky Martens and the elusive Jobe hit the front. Behind them a furious four-way thrash enmeshed Nicholls, Smith, Hanson and Anstie.

Merv fell at the bottom of the hill on lap three but Hanson, looking truly world class on his Steve Goodyear prepared KX500 rocketship, pulled away in third place until cruelly robbed of a career best result by a puncture at half-distance. Jobe simultaneously sprang past

Martens to the front as Nicoll weaved through his compatriots and, on lap 10, dived past Martens.

Kurt strained ever sinew. Nobody leapt further down the hill into the main arena. The crowd sensed a sensational climax but Jobe responded and, warmly applauded round his final lap, the urbane Belgian claimed victory and overall honours from a bitterly disappointed Nicoll. Andy Nicholls finished a fine fourth and Laurence Spence, again fifth, had nicked the final podium position from Thorpe and would mount a grand prix rostrum for the first time in his eight-year world championship career.

How apt, then, that this quiet, unassuming Ulsterman should have supplied the M Robert race shirt in which Gordon Crockard so cleverly recreated 'Captain Kurt's' great day and paid due homage to his childhood heroes!



SHORT STORY!

AFTER SIX YEARS RACING FOR BIG RED IN THE US, MXdN HERO ANDREW SHORT IS SWAPPING YEN FOR EUROS AND LEADING KTM'S FACTORY EFFORT STATESIDE...

Andrew Short has raced with Team Honda since 2005 but after six years it's all over. Short has won a few races and came close to winning a couple of titles including the 2006 Lites West Regional SX Championship but always came up just short – if you'll pardon the pun. But ultimately it was never his race results that made the big difference in his keeping or losing his job at Honda, it was his PR skills. To put it simply, Andrew Short is a PR person's dream. He's a guy who loves what he does and that doesn't just include racing his dirt bike.

"I don't know that I'm necessarily good at PR but I love this sport," Short says. "I love motorcycles, I love dirtbikes. It's kind of like my life and if I'm not riding supercross and it's muddy out I love to go trail riding or anything with two wheels. I think that passion just shows that I like all of the aspects of it, from hanging out with the team after the race going to dinner and just talking about stuff or going to the race shop and looking at the dirtbikes or trail riding with my buddies.

"You know, they're way slower than me but I have a lot of fun riding with them and it's just a part of my life. I enjoy it and I love being around people and I love sharing my passion with other people so I think it's just kind of who I am."

Another thing about Short is that it doesn't seem like he ever burns out. He's constantly pushing. "I know my career is really short and I know it's not going to be here forever," he says. "I'm still going to be riding when I quit getting paid by a manufacturer to race so I'm just trying to

enjoy all the things in this moment while they're here. You know, do I get burned out on the airplanes and hotels and stuff? Yeah! But I never get sick of riding or going testing or even hanging out at the dealerships and stuff like that. It's still something that I enjoy and it's a part of my life. I also realise that it takes money to go race and the people that are supporting me I need to support and while I'm there I need to enjoy it. I think it's just one of those things."

Support sometimes ends, though. After Honda hired Trey Canard for the 2011 and 2012 seasons they tried to hang on to Short too but for much less money than Short felt he not only was worth but really what he needed in order to go racing – remember, racers today incur a whole lot of expenses to maintain their practice tracks, pay managers, practice mechanics, trainers and more. And money wasn't his only motivation – he was also looking for a team that could help him as much as he could help them.

So after a couple of months of frustration trying to work something out with Honda, Short put himself on the open market. Then after KTM hired Roger De Coster they bit on the offer of bringing Andrew Short onto their team.

"I think with the economy the sport is changing and in my position to be successful at racing you have to surround yourself with good people and people that are really motivated and want to progress," Short explains. "At Honda it was a great team and had great people but I was kind of tapped out on where I was and I was looking for a home that could teach me to get to another level. ♦

Racer X's editors at large. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...

Steve Cox is an American moto-journalist who follows the entire AMA SX/MX tour. Since moving on from US weekly Cycle News he's struck out on his own to do the freelance thing and recently became one of



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"Once KTM hired Roger, I knew he put together a really serious programme. Then I started to talk with the people from Austria at KTM and they were really motivated as well. I knew the communication and the motivation was there. They really want to be successful here in America and I felt like for me to get to another level I needed to make a change and I was thankful that the opportunity with KTM came up. They're moving forward and trying to get better. I think that everybody that came to KTM is in the same situation. We're all really excited to go to a brand and a company that is excited about the future and winning and succeeding and being successful."

And there's obviously evidence that KTM have what it takes to be successful because despite the fact that they have yet to win a single supercross in the premier 450cc class they have become dominant in Europe.

"Obviously, it's already turned that way for KTM in Europe," Short says. "They've always been a little bit more successful in Europe than here in the USA but now they're ridiculously successful in Europe. It made a big difference to me to know that they have been successful in Europe and those same people that are behind that race team over there are going to be involved and communicate with the staff over here in America."

But after spending more than half-a-decade with Honda it must be like leaving family?

"It's hard to leave a place like that when you've been there for so long. I have great friends there and I've had a lot of memories racing with those guys but the reason for me for the change was to be on a good bike and with some people that can maybe get me to another level."

"It seems like with the hard times with the economy, some people are pulling back and some people are pushing forward and looking forward to the future and trying to look at the challenges and make something good out of them. It's going to be awesome to be around people like that who are motivated. I don't know exactly what Honda's plans were for the future but I wasn't really a part of them so it's just a good thing for me overall with my change and I'm just excited for it. ♦



Shorty leads Ryan Dungey at Red Bud – Honda wanted to keep hold of him for 2011 but with a reduced deal





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250MX
250Fi 4t MX
450Fi 4t MX
530 4t MX

Enduro Range

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144EN
250EN
300EN
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450Fi 4t EN (electric start)
530 4t EN (electric start)

Supermotard Range

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250F/450F/530F

Black Dream:
125/250/300
250F/450F/530F

SMX Competition:
450Fi/530F

"I want to be successful because my career isn't very long and I know I have to take advantage of it. This was a unique opportunity that doesn't come around very often and to align myself with KTM and Roger, Pit Beirer, Stefan Everts... Those are some really great people with a lot of knowledge and information that could possibly take my career to another level and that's what I was looking for.

"It's kind of sad to leave Honda but at the same time I'm really excited that the new challenge is in front of me."

The challenge is to take the new KTMs and put them on top of the box. To beat the Big Four at a game they largely invented – supercross. And step one to beat the Big Four may be to change the rules, so to speak...

"It's really neat that KTM came out with the 350," Short says a day after riding his 350SX-F for the first time. "For myself, now I'm going to have a choice between 350 and 450. With supercross I think the 350 is going to be a good bike to be competitive on and it could give me some advantages. I think looking at the success KTM have had, they know how to do it – they know the

recipe and now they put the right people in place to do the same thing here in America and I'm just happy to be a part of it."

Short isn't setting very lofty, impossible goals. He's not going into the season saying he's going to win the title or anything like that. His first goal is simple...

"I only have one goal and that's to win a supercross," he says. "I've never won a 450 supercross and once I can do that then I can re-evaluate. I've finished third a bunch, I've finished second quite a few times in supercross. I've done everything but win and once I do that then I can kind of re-evaluate. You know, I have the consistency for the championship and I have a lot of the elements it takes to win a championship but I'm missing the key one and that's to win. You have to win and you have to win a lot. The class is really stacked like always and everybody has new expectations and everybody always adapts and comes out swinging with the new year so I have to be ahead of that curve."

That's not to say that he isn't going to try the 450 but after just one day of testing he doesn't



KTM were looking for an accomplished SX rider as they bid to crack the US market



FIRST IMPRESSIONS...

FAST LEARNER >>

One day on the bike and Short is already looking like he's been riding a KTM forever. By the end of the day after trying a bunch of different front-end settings Short doesn't just look comfortable, he looks downright fast.

"I was surprised just because KTMs are different – they're a European bike not a Japanese bike so I was surprised at how good it was initially," Short says. "I think that they've gotten rid of kind of that reputation that they were so unique. My father-in-law bought a stock bike and I was checking it out and I rode it a little bit before my first day testing. Some people have that mentality that KTMs are going to be different or weird because they're European and not Japanese but, man, I was surprised at how good it was and how good of a feel it has, especially now that KTM have their rear suspension linkage.

"I kind of thought it would take me longer to adapt and that it would be a lot more different than what it was. I thought it would have more of a unique feel but everything works really well and it has really good components with the clutch and the brakes. You know, that little stuff that you kind of have to dial in on other bikes, that was already spot on so it was cool for me. It was an exciting thing that I didn't expect."

And perhaps that's just as much due to the fact that when De Coster came to KTM he brought his right hand man from Suzuki – Ian Harrison – and hired on Davi Millsaps' former mechanic at Honda – Carlos Rivera – and Ivan Tedesco's old mechanic at Honda – Frankie Latham – among others. De Coster has already built a winning team and that was what drew Short to the team in the first place.

"The team is awesome," he says. "That's what kind of made me realise that KTM in the US are taking it really serious and they're going to be successful just like they are across the world in all the other disciplines that they race. For me, it's the knowledge and information that I'll gain from those guys and the way I'll be able to set up my bike and feel comfortable and be able to lean on their expertise. It should help.

"That's not saying that their previous team here in America was bad but I think the people that are there now have a reputation of winning. I mean, Roger has been so successful in the past with all of his riders and championships and racing himself so I think they're going after it and I'm just happy to be a part of it. I can't wait for it to all unfold."

KTM's new team boss Roger De Coster checks out his first big signing





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MIXING IT UP...

SHORT'S GP DEBUT?

KTM are normally much more open about their racers competing in other events besides the races they're contracted to race. That stands out in the USA where racers are normally discouraged from competing at any event that's not in their contract. So, will we see Shorty at an Endurocross? A GP? Both? Neither?

"I think my sole goal and motivation right now is obviously supercross and motocross," Short says. "Roger is really concentrated on that – as am I – but I want to enjoy the benefits of being with KTM. I know they make a lot of great bikes and I like riding off-road and trails and stuff like that so maybe the opportunity will come up to do some other events."

"I'm still pretty new to the company and learning how everything works and stuff like that but I think what's really cool about KTM is that they have so many lines of bikes and the people that design them in the company are riders themselves and they're really in touch with how everything works. Some of the Japanese companies make a couple bikes but I think sometimes to make changes is really hard for them because they're so big and there's so many desks, everything has to get signed off."

"I think that's the benefit of KTM and I'm looking forward to enjoying a lot of those benefits that they have. In their passion for racing, it's like whatever they do they want to do it awesome and have fun and they want to win and enjoy themselves. I look forward to how it's all going to work and understanding what they stand for but from what I've seen it's an awesome company and if I get to do a WORCS race or even an enduro or a GP for that matter – in Europe or maybe Glen Helen – I can't wait for that challenge."



anticipate it being better for SX than the 350.

"We're still going to try the 450," Short says. "It's a couple weeks down the road but after riding the 350 I think it's going to be my bike that I want to race but I can't say that honestly until I ride the 450 and see how that goes. We have to give it a fair shot and pick the best bike that's going to put us in the best position to win, so that's how it's going to work. It's awesome that KTM is a manufacturer that has that choice and I want to take advantage of it, you know?"

And it's not just this enthusiasm that sets Short apart. His home life isn't like the typical American motocross racer. He has a wife, a child, another child on the way and lives on a monstrous cattle ranch. He has no tattoos. He doesn't party.

"I think I'm really similar to people like Trey Canard and Ryan Dungey. I'm just kind of a normal dude that likes to ride dirtbikes and I've been really blessed to have an awesome family and a little girl

and we have a little boy on the way. I like Texas for me because the weather is good for riding and it's centrally located for racing, plus I have a big ranch to go ride my motorcycle around so that part is cool."

"I've been really blessed with all of that and what you see is kind of what you get. I'm a pretty normal dude I guess. I don't have tattoos and crazy stuff but I love riding dirtbikes. I think there's some value in the fact that I can relate to the dude that buys a dirtbike and goes to ride on the weekends and just loves it or even a dude that's into freestyle."

"Obviously, I appeal to a certain market and the Metal Mulisha dudes, I'm not going to sell too many bikes to them. But I'm just a normal dude and I feel really blessed to have a family and a cool job like I do to go race every weekend and live my dream."

There's a saying in racing that nice guys finish last. Well Short is a nice guy – off the track – and he's far from last. But can a truly nice guy finish first?





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STAR PUPIL!

NOW MAX HAS SHOWN HE CAN DO HIS SUMS
N' STUFF IT'S TIME TO GET READY FOR BERCY...

Words by MAX ANSTIE Photo by SOME FRENCH DUDE

So after a couple more weeks doing wheelies and going fast in France I found myself on a plane back to the great USA! I spent two days getting back in the swing of things before we headed down to Pro Circuit to meet up with everyone and get my big green tractor all ready for supercross.

When you walk into Pro Circuit you can immediately see why they produce the fastest racers. All the work and time they put in to being the best team generally attracts the riders that want to work hard as well. So I'm in the right place.

I had been preparing for the California High School Exit Exam and Proficiency Exam for a while and did you know that in solving $ax + b = 0$ we usually use the addition property of equality first and the multiplication property last? Bet you didn't! So it was nice to get that all finished up. I was at the test site nice and early with my sharpened pencils at the ready. As the room filled with students I felt like I was on the startline but like 10 times worse and then this girl tried talking to me but I was in the zone and ignored her plus she was hot and my stepmom says I'm not allowed to talk to girls! So as the exam was about to start I was going through my essay plans and numeracy equations when – BAM! – I was scribbling away on my argumentative essay and

figuring out what slope of a line...

Anyways, I'm planning to start university in July to begin work on getting my Bachelor's Degree. I'm still not decided what to do though – rocket science maybe? Ha ha! By the way, did you know the term 'nobby' means to be smart and chic? All those years my dad used to call my a nob he actually was being nice when I thought he was calling me an idiot!

I had a message from the Motocross God – AKA Mitch Payton – that I should do some yoga and trials riding. Little did he know that my dad had my Gas Gas 280 ready to flatten them rocks and that my Namaste mountain pose extended over the Hemet mountains a little over a year ago. I went out riding with my buddy Ryan 'Wheelie King' Sandoval on our trials bikes at Nuevo and after some major rock sessions we headed down to watch some 250F Honda bro named Cinco on the massive national training track which is rougher than a badger's ass.

After cheering the dirt sliding racer on for three laps he stopped and I went over to speak to the dude! "Man, you're rippin' out there dude," I say and he says "yeah, I know!" So I ask "dude, do you race?" and he goes "yeah!" So I ask "are you pro and do you race supercross?" and he says "yeah, I'm a pro and yeah I race supercross." I say "ohh cool, I know this guy – his name's Max Anstie or

something, do you know him?" and he says "yeah, I beat him all the time!" I'm now at the point where I can't keep a straight face so I say "cool bro, good luck," and zoom off and do a few doughnuts looking like a goon before cracking up around the corner with Ryan and my new factory mechanic David who heard everything. Ha ha ha ha!

Meanwhile, my massive stepmom Dev found out she is having a boy so I phoned up my other lil bro in England and seeing as Dev gave us permission to choose the middle name we came up with a few... Firstly, I had Lightning in mind which I think is a sick middle name but after some debate Taylor came up with TAYLAX which is half Taylor and half Max. But after I relayed our choice to Dev she then relieved us of our duties as middle name pickers as it sounded too much like AJAX, which as you know is dishwasher powder.

Anyway, back to business! My preparation for Bercy has been going well and with a little bit of rain over the last few days our track at home has been sweet! I'm really enjoying the Kawasaki and can't wait to be back racing again, it feels as if it has been forever and I'm now stronger and faster than before so I'm ready to go!

I think that's about it for this month – keep it real!

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Dean Wilson's 2010 season – most definitely to be filed under 'good'!

TALE OF THE TAPE 2!

AFTER LAST MONTH'S RUNDOWN OF THE FO-FIDDY FIELD, OUR INDUSTRY INSIDER SWITCHES HIS ATTENTION TO THE 250 THUMPERS...

Words by STEVE MATTHES Photo by STEVE COX

Last month, in this very space, I took a look at the 450 class in America and recapped the good and the bad about that class. This month let's take a look at the 250 class and list what I feel is the key stat about each particular rider's season.

GOOD

Trey Canard (GEICO Honda)

Key stat: 56 points

That's the number of points that Trey Canard was down to Christophe Pourcel at one point early in the season. It is the second largest points deficit a rider has ever been down and come back to win. Canard simply caught fire the second half of the year and as the good results came, so did the starts and the confidence in knowing that he could straight up beat Pourcel.

There were times where Trey did not look to be able to beat Pourcel (Millville first moto and Unadilla second moto – both times Pourcel came from the back to catch and beat Canard) but that never seemed to affect his confidence. He just kept on putting his head down and working hard. And in the end, with a little luck, he's the 250 national champion.

Dean Wilson (Monster Pro Circuit Kawasaki)

Key stat: 2 overall wins

Wilson's dominant 1-1 lead-every-lap day at Pala kind of went unnoticed but really it just put an exclamation point on his season. Dean, a multi-time amateur motocross champion, got the vacant spot at Mitch Payton's team and took full advantage of the opportunity. Early in the year Dean, either affected by the extreme heat or just brain farting, lost a 17-second lead with two laps left when he got passed by team-mate Tyla Rattray and Broc Tickle and lost a national win that was so close.

No matter, a few weeks later Wilson won the race for real and kept it up. The only bad motos that he

really had was when he crashed. Wilson's a future star in the sport and his outgoing personality will make him a fan favourite.

Tyla Rattray (Monster Pro Circuit Kawasaki)

Key stat: 1 lap led

Amazingly enough, this former world champion only lead one lap all year but yet won two nationals, ended the season second in points (thanks to Pourcel's injury) and rebounded nicely from a year when many wondered when we would see that GP winning form.

Rattray wasn't all that impressive last season – his first in America – but he did get hurt and he did win a moto at Southwick. This season he had a terrible opening round where many people wondered if Payton signed the wrong guy but Tyla rebounded nicely with a win at the second round and it only got better from there. A rider that's in great shape, Rattray charges hard all moto but he has to work on his sprint speed and get some better starts to be a real title contender in 2011.

Wil Hahn (TLD Honda)

Key stat: 13 laps led

Considering that Wil was one of the last riders signed for 2010 and considering that his previous best finish in a national was somewhere around 10th place, the fact that Hahn led 13 laps is a major improvement. Wil, one of the funnier guys in the pits, was a real story this year in the class and despite getting hurt and missing some races Hahn looks to be a rider on the rise. And powerhouse team GEICO Honda seems to think so also as they have signed him up for the next two years. Look for this kid to be out front more often in 2011.

BAD

Christophe Pourcel (Monster Pro Circuit Kawasaki)

Key stat: 2 overall wins

The fact that Pourcel, the most talented rider in the

class, only won two nationals this year is his key stat. I know, putting a guy who was six minutes away from having a 13-point lead going into the last moto of the year in the 'bad' category may be harsh but Pourcel's season left people wanting more.

It seemed that early on in the season Pourcel could move through the pack at will. He was the fastest rider early on and maybe suffered from a bit of over-confidence going into the year. His main rival last year was Dungey and he was gone, there should've been no reason why Pourcel wouldn't have dominated this season. But that's why they actually drop the gate. He still suffers from side-effects of his crash a few years ago and definitely wilted in the second motos at times. He struggled in the heat and didn't seem to realise he was in a battle for the title until it was much too late.

Jake Weimer (Monster Pro Circuit Kawasaki)

Key stat: 0 wins

Jake the Snake was a rider on the rise after last season's nationals ended. He had won two races and earned a spot on the USA MXdN team, then he came out for supercross this year and won the West Coast 250 championship. Everything seemed to be set up nicely for Weimer to just keep riding that wave but it didn't happen. Jake struggled to recapture his form then sort of did a bit better before getting hurt and missing the rest of the year. Not a good way to go into the 450 class but this kid will find a way to make it work.

Other riders looking for a better 2011 include Blake Wharton (who did decent but was overshadowed by everyone on his team), Tommy Searle (who's not going to get a chance to be better in America next year as he's going back home to the CLS team but he'll race American SX) and Nico Izzi who broke his heel last season, took all this year to recover and was a shell of his former self.





SPEED OF KNIGHT!

DK TAKES HIS FOURTH SOLO CROWN AS THE WESTON BEACH RACE STAGES A CRACKER OF A COMEBACK...

Words and photos by **JP O'Connell**

After last year's start straight pile-up and subsequent cancellation the Weston Beach Race needs a good 'un to turn things around in 2010 – and that's exactly what it gets. Okay, so entries for Sunday's big race are dramatically down on previous years – around 500 competitors is about half the usual total – but there are still some top boys lined up on the start.

One of the big draws of Weston is that it gives weekend warriors the chance to rub shoulders – and plastics – with some of the biggest names in off-road racing and they don't come much bigger than Manxman man mountain David Knight. For 2010 the E3 world enduro champion starts favourite to take his fourth solo win but there are some seriously quick motocross racers to deal with including Josh Coppins, Tom Church, Scott Elderfield and Jamie Lewis as well as Superbike stars Chris Walker and Tommy Bridewell. Also racing is Langport teenager Ty Kellet who's making a return to the scene of his horrific crash last year that left him in a coma.

This year sees the introduction of a different race start, the mass free for all now replaced by a short

burst towards the pier before riders turn back and head down the mile-long start straight and into dune one. While the start format may have changed the outcome is no surprise as Knighter nails the holeshot and takes off along the shoreline, drifting the booming KTM 450 into turn one ahead of Lewis, Elderfield, Coppins and TC. One thing that does change for the better – certainly for riders if not for spectators – is that the reduction in racers hitting the first dune at the same time means the traditional hold-ups are absent which can only be a good thing in terms of the racing.

As the leading pack head into the dunes it's Knight who makes the first mistake, burying his front wheel into the face of a small jump and going down which allows Elderfield to inherit the lead and a host of other riders to pass him. But once he gets the Katoom upright and lit up Knighter is on it and within a lap moves himself from 10th to first, leading Elderfield, Lewis and Church into the dunes for the second time before putting on a sand riding masterclass and pulling out a lead of 30 seconds on lap three.

Further back in the pack, Kiwi Coppins' UK swansong isn't turning out as he'd planned with





The WFO #101 machine of David Knight leads the field down the mile-long Weston straight



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BEACH BOY!

KNIGHTER LAPS IT UP...

With three solo Weston wins plus one quad victory already in the bag, Knighter came into this year's event as the current E3 world enduro champ and definitely the man to beat. History suggested that barring any mechanical issues the big Manxman would be on the top of the podium and that's exactly where we found him!

"I never expect anything down here 'cause to be honest it can still bite you on the last lap," laughs Knight. "On the last lap I was just thinking 'keep off the revs' coming up the straight because anything can still happen. To be honest though the bike never missed a beat, it's the first time I've finished here and still had brakes and everything! This is just my stock motocross bike from home with my enduro suspension put in but the thing's just so fast, basically I just tried to be sensible, keep off the revs and look after the motor."

"As far as the race went I got a good start and was first into the dunes but the first half-lap is horrible – you don't know how soft the dunes are and the other boys are using you as a marker. I got stuck about two minutes in at the end of the straight – I went into a small dune too quick, went to jump it and the front wheel just buried itself! Elderfield went into the back of me, he got going but I stalled mine and even with the electric start it took a few turns and I reckon I got away again in about 10th."

"I got up to third pretty quick, then into second behind Elderfield and he was flying, he was going really good. I just sat behind him then when we got to the queues I picked a good line, got through and then just put my head down. I went around a hairpin and saw that he was about 10 seconds behind me – once you can disappear from them it's pretty easy to stay in front."

"After that I got a pit board saying I was a minute up so I knew everything was working okay and that I just needed to use my head, be smart, pick good lines and look out for the slow guys. I didn't have any crashes as such although I did stall a couple of times and did use backmarkers as brakes a couple of times! The pace was quick today because the course was pretty motocrossy and wasn't too wet so you had to be careful not to drop it off or you could have ended up a minute-a-lap slower pretty easily. The track was pretty mint to be honest – it was grand, all good!"

his naughty Aprilia developing an electrical fault in the early stages causing him to pit. With a hasty repair made he heads back out a lap down but the bike isn't playing and Coppins is out with only two laps under his belt. But if it's all bad for Josh then it's all good for brother-in-law (ish!) Church on the CCM who takes over second spot from Lewis at around the 75-minute mark when the PAR Honda rider pits for fuel.

With two hours down Knight's consistent eight-and-a-half minute laps see him with a four-minute lead over TC who in turn has about a minute over Lewis and Luke Hawkins in third and fourth. As the last hour ticks away it's looking increasingly likely that, barring any mechanical mishaps, that's how they are going to finish – and then there's a mechanical mishap! With a mere 20 minutes to go TC's motor

decides it's had enough torture for one day and gives up the ghost, leaving the Marshfield man with nothing to show for 160 minutes of blood, sweat and tears.

"I don't really know what went wrong with it," explains Tom. "It just started to rumble really bad and then it stopped. I'm a bit gutted really but you know that's Weston and that's the way it goes. I think second was in the bag, I mean Knighter was gone but I had a good lead over Jamie Lewis and I was just chipping away really. It's a real shame, this is a local race for me and I had so much support out there, I guess I'll just have to come back and try to win it next year!"

With 20 minutes to go Knight's mechanic hangs out a pit board with 1m 30secs written on it, meaning he's within one-and-a-half minutes of lapping the entire field. Knighter >>



Tucked in and tapped!
Knighter streaks to his fourth solo win at Weston



Tom Church is unlucky to lose second with 20 minutes to go when his CCM dies

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All smiles from Josh and daughter Myla

COPPINS CONKS OUT!

SUCKY SWANSONG FOR JOSH >>

With the ink on his Yamaha Australasia deal still drying and a moving date of early November set, this was to be the last chance for Josh Coppins' British fans to see their hero race over here. Having competed at Weston twice before – with a best result of second – Josh was determined to bow out on a high note. Unfortunately, his bike had other ideas!

"I'm pretty disappointed really as I had a good start and got into the very first corner in about third but was pretty slow along the straight as I didn't have long enough gearing," explains Josh. "I reckon I got to the end of the straight in about 20th but then got going good and managed to pass both TC and Knighter and slotted into about third behind a pair of Hondas.

"I went through some water and then the bike started misfiring before stopping completely! Luckily, I managed to get the bike on a trailer back to the pits where we got the bike going again but by then I was two, maybe three, laps down. I managed three more laps but every time I went through any water it would start misfiring again – must have been an electrical fault or something!

"I am really disappointed because I really wanted to finish – I haven't finished a three-hour race here yet! The first one I did was cut short to two hours, then the next one I had mechanical problems and had to pull out so I really wanted to complete this one but as you know lots of people are having bike problems here. I'm disappointed but that's the way it goes."

Jamie Lewis takes second despite being stuck in fourth gear for the final laps

reads it as he has a lead of only one-and-a-half minutes and someone is seriously closing in on him so he drops the hammer, ups his pace and gaps the field even further, eventually winning the race by nearly seven-and-a-half minutes from Lewis with a fantastic third place finish for 16-year-old PAR Honda rider Hawkins.

"I had a really good race, the track was mega and I managed to get a good start," says Jamie. "I had gearbox problems and was stuck in fourth gear for the final few laps so I had to try and nurse her home without doing any more damage. It was a hard race and I hope I'm getting nearer to that win that I so desperately want!"

For Weston rookie Luke third place is something he could only have dreamed of. "I can't believe I finished on the podium the

first time here – I wasn't expecting that at all. I'd set myself a realistic target of top 10 so to get on the box is unreal. I thought I would struggle with the time but I only really started to get tired in the final few laps. The track is unreal and I tried not to do anything stupid and just get my head down and get on with it. I really enjoyed the whole thing and I'm pleased I got such a good result."

A little further back in the pack and road racer Chris Walker gives some of the best motocross boys out there a run for their money when he just misses out on a top 10 spot, bringing it home in a highly creditable 11th place. Also worthy of a mention is Ty who, after spending the last 12 months recovering from his life-threatening crash at last year's event, steers his 125 through to 38th. Respect Ty!

RESULTS SATURDAY

YOUTH QUADS >>

- 1 Jack Price Draper **Yamaha**
- 2 Jamie Morgan **Yamaha**
- 3 Jack Godfrey **Yamaha**
- 4 Daniel Lewis **Yamaha**
- 5 Christian Morris **Honda**
- 6 Alexander Thompson **Honda**
- 7 Harry Miller **Yamaha**
- 8 Liam Glover **Yamaha**

ADULT QUADS >>

- 1 Jason Wildman **Suzuki**
- 2 Stefan Murphy **Honda**
- 3 Steve Atkins **Honda**
- 4 Paul Hannam **Suzuki**
- 5 David Baldwin **Anderson ATV**
- 6 Sheldon Seal **KTM**
- 7 Stuart Jones **Can-am**
- 8 Dwayne Barnes **Honda**
- 9 Paul Winrow **KTM**
- 10 Chris Cooper **Can-am**

SUNDAY

RESULTS 85cc >>

- 1 Ben Watson **KTM**
- 2 Ben Howell **Honda**
- 3 Jay Thomas **KTM**
- 4 Corie Southwood **Suzuki**
- 5 Tom Neal **KTM**
- 6 Robert Hales **Kawasaki**
- 7 Curtis Blamey **Honda**
- 8 Jack Mac **KTM**
- 9 Aaron O'Mahoney **Honda**
- 10 Ashley Bowden **Honda**

ADULT SOLO >>

- 1 David Knight **KTM**
- 2 Jamie Lewis **Honda**
- 3 Luke Hawkins **Honda**
- 4 Aaron Poolman **KTM**
- 5 Daniel McCanney **Gas Gas**
- 6 Jamie McCanney **Yamaha**
- 7 Rick DeFeu **Kawasaki**
- 8 Joe Jones **KTM**
- 9 Tom Healey **KTM**
- 10 Nigel Kibble **Honda**

TC leads the British Open final through the whoops chased by local heroes Gordon Crookard (#1), Martin Barr (#50) and Edward Allingham (#123)



RAISING THE ROOF!

DID YOU HEAR THE ONE ABOUT THE ENGLISHMAN, THE IRISHMAN AND THE RUSSIAN? WELL IT GOES DOWN A STORM AT BELFAST'S ODYSSEY ARENA FOR THE OPENING ROUND OF THE FUTURE WEST BRITISH SX CHAMPIONSHIP...

Words and photos by **Sutty**

I don't wanna sound like a SAD sufferer or owt but I'm really not a big fan of autumn. For starters it marks the death of summer and that means the weather starts to go downhill faster than a runaway tram on the streets of San Francisco with the total hours of daylight declining just as fast. But there is one reason to be cheerful I suppose and that's the fact that autumn means the British supercross season is upon us and that's definitely something to celebrate – especially as this year's series is looking particularly sweet.

With just three rounds planned – the opener in Belfast, the second in London and the finale in Liverpool – the championship is particularly short and sharp which should help hold the interest of the riders involved. The British rider line-up in Belfast is nothing short of spectacular with Brad Anderson, Tom Church, Gordon Crockard, Martin Barr, Adam Chatfield, Nev Bradshaw and a couple or so more all lining up alongside international interlopers Evgeny Bobryshev, Colton Facciotti and Kyle Beaton with the hope of topping up their yearly salary or making up for missing pay cheques by taking home some of the John Hellam loot that's up for grabs. Could it be that the recession has actually

played a positive part in the resurgence of UK supercross?

The credit crunch certainly doesn't affect the size of the crowd in Belfast – many of whom have flown over from the mainland – which is as close to being sold out as you'll get. And they're obviously having a good time too because between them they even cough up an extra 500 bones in prize money for the winner of the head-to-head races.

These one-on-one scraps always make for some awesome on-track action and the battles in Belfast are no different. If the crowd aren't already on the edge of the seats the pick up pass that Ashley Greedy pulls out of the bag on Jack Brunell certainly gets their attention and from there the block passes come thick and fast right through to the Bobryshev versus Brunell battle in the final for the bucket o' cash which the Russian wins.

But the head-to-heads are really just a sideshow and after an evening packed with qualifiers for the three separate pro classes and the main events for the youths and amateurs – who'd qualified for their finals during the day – it all boils down to the three big races the fans have really come to see – the British Open final and the International SX1 and SX2 scraps. >>



Bobryshev gives Chatfield his best Paddington Bear stare

RESULTS

BRITISH OPEN >>

- | | | |
|---|----------------|--------------|
| 1 | Martin Barr | TAS Suzuki |
| 2 | Brad Anderson | PAR Honda |
| 3 | Adam Chatfield | LPE Kawasaki |

PRO SX1 >>

- | | | |
|---|------------------|---------------|
| 1 | Evgeny Bobryshev | CAS Honda |
| 2 | Tom Church | Buildbase CCM |
| 3 | Brad Anderson | PAR Honda |

PRO SX2 >>

- | | | |
|---|------------------|--------------|
| 1 | Adam Chatfield | LPE Kawasaki |
| 2 | Jack Brunell | LPE Kawasaki |
| 3 | Evgeny Bobryshev | CAS Honda |

PRO QUAD >>

- | | | |
|---|------------------|--------|
| 1 | Jonathan Kelly | KTM |
| 2 | Michael McAneney | KTM |
| 3 | Brad Frost | Yamaha |

ADULT CLUBMAN OPEN >>

- | | | |
|---|--------------------|----------|
| 1 | James Dunn | KTM |
| 2 | Ed Briscoe | Kawasaki |
| 3 | Adrian Weatherhead | Suzuki |

ADULT CLUBMAN LITES >>

- | | | |
|---|---------------|-----|
| 1 | James Dunn | KTM |
| 2 | Daniel Brough | KTM |
| 3 | Mark Perfect | KTM |

YOUTH LITES >>

- | | | |
|---|---------------|-----|
| 1 | Nathan Watson | KTM |
| 2 | James Dunn | KTM |
| 3 | Mark Perfect | KTM |

SUPERMINI >>

- | | | |
|---|-----------------|-----|
| 1 | Ben Watson | KTM |
| 2 | Glenn McCormick | KTM |
| 3 | Tom Neal | KTM |

85cc SMALL WHEEL >>

- | | | |
|---|---------------------|----------|
| 1 | Gradie Featherstone | KTM |
| 2 | Jay McCrum | KTM |
| 3 | Eddie Remmer | Kawasaki |

65cc >>

- | | | |
|---|----------------|-------|
| 1 | Harry Kimber | KTM |
| 2 | Dylan Woodcock | Cobra |
| 3 | David Robson | KTM |

AUTOS >>

- | | | |
|---|---------------|-------|
| 1 | Daniel Breen | Cobra |
| 2 | Callum Beeken | KTM |
| 3 | Lee Percy | KTM |

Marty Barr is a very popular winner of the British Open final



Jonny Kelly goes gate-to-flag in the Pro Quad class

THE QUAD SQUAD!

**THE FUN-LOVIN' FOUR-WHEELERS
FIRE UP THE ODYSSEY FANS...**

While supercross in the UK is nothing particularly new, the Belfast race marks only the sixth time that the quads have raced indoors as part of the Future West championship. While things are a little tight inside for the fire-breathin' four-wheelers they still put on a great show around the technical Dirt Wurx circuit.

If there's one thing the Quad class proves in Belfast it's that it's not always the fastest rider who wins as the scorchingly quick but very erratic Mark Watson – who's over two-seconds-a-lap faster than anyone else on the night – only finishes fourth following a bad start and a tangle with local quad god Justin Reid who DNFs as a result of the contact.

With the two favourites out of the running it's holeshotting Jonny Kelly who takes a gate-to-flag victory on his 505 KTM ahead of the similarly mounted Michael McAneney – amazingly, both riders hail from the town of Limavady which is just a stone's throw from the ex-GP circuit of Ballykelly. Blandford Forum's Brad Frost rounds out the podium on his 450 Yamahauler.

A fast starter all season, Buildbase CCM's Tom Church yanks another holey in the British Open final to leap out into an early lead ahead of Brad Anderson and the local heroes Martin Barr and Gordon Crockard. As TC ekes out an advantage at the front Barr powers past Anderson for second as LPE Kawasaki's Jack Brunell bails off in the whoops leaving Barr, Ando and Brunell's team-mate Adam Chatfield to try and chase down the CCM star.

But before any of them are able to put TC under any pressure he washes out the front end in a 180 degree bowl turn and allows the three challengers to blow by before he gets going again. With a clear track ahead of him Barr extends the gap between himself and his former PAR Honda team-mate to pick up a very popular home win inside the Odyssey.

And when the gate drops for the SX2 final Barr's at the head of the field once more although this time he's got the LPE teamsters and Evgeny Bobryshev all over him. Regardless, the TAS Relentless Suzuki star sets about extending the gap between himself and the rest of the pack but this time it's his turn to make a mistake. With Barr temporarily out of the running Chatfield takes over at the front where he heads home Brunell and Bobby, much to the satisfaction of LPE team owner Steve James who hasn't had too much to celebrate so far in 2010.

With just the SX1 final left to fight for it's TC who grabs another holeshot although Bobby soon finds a way past. But Tom finds his rhythm and a new quicker line through the section of

Nev Bradshaw fails to make his presence felt



jumps along the north east side of the arena and starts to put the Russian under pressure – could Church be about to give CCM their first ever supercross win?

The short answer is no because just as it looks like TC's about to strike he gets out of shape on his new line, clips the haybales and scares the bejaysus outta me as it looks like he's gonna flatten my sorry ass with one of Bolton's finest which enables Evgeny to pull out a slight lead which he holds to the flag. TC follows home second while Brad Anderson makes his second podium appearance of the night in third.

There's a three-month gap until the next round – which should give my nerves a chance to settle – and with a few riders set to change teams and bikes momentum will be lost and the applecart may well be slightly upset. But with a ton of cash and British SX titles on the line you can guarantee the action will be hotter than your best mate's mom – you know what I'm talkin' about...

Supermini star Ben Watson



Harry Kimber leads Dylan Woodcock in a candidate for race of the evening



AM SPAM!

ALL THE ACTION FROM THE NON PRO DIVISIONS...

While the numbers aren't quite as high as they would be for an opening round back on the mainland a surprising amount of amateur and youth racers still turn up to the Odyssey to chase championship glory in the Future West series.

One of the biggest line-ups on the night is in the Auto class where the fearless 50cc pilots entertain the sold-out crowd with a battle royale that's eventually won by High Wycombe's Daniel Breen on a Judd Racing Cobra. The Breen machine is followed home by Callum Beeken and Lee Percy.

The 65cc final is the race of the night as Dirt 3-2-1 SX champion Harry Kimber picks up where he left off at FatCat in the summer with another fine supercross win although this time it's much closer as he battles bar-to-bar for much of the seven-lap Main Event with Cobra UK's Dylan Woodcock who even briefly snatches the lead on a couple of occasions. There's only 0.166 seconds in it at the finish but it's that boy Kimber who gets the nod – thank god for transponders!

Gradie Featherstone takes the 85cc class win by a massive margin ahead of Jay McCrum and Eddie Remmer while Ben Watson similarly seals the deal in the Supermini class ahead of Glenn McCormick and Tom Neal although he tweaks his ankle in the process and is in considerable pain by the time the chequers come out.

Ben's big bro Nathan also puts the Watson name on the top step of the podium in the Youth Lites division by edging out James Dunn and Mark Perfect who make it a KTM 1-2-3 – a feat mirrored in the Clubman Lites class where winner Dunn and third-placed Perfect sandwich Dan Brough. Dunn also takes victory in the Clubman Open class where he beats Ed Briscoe and Adrian Weatherhead across the line.

It's a very busy – and very successful – night for James Dunn





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Website: www.90racingmxc.co.uk **Joint Chair:** Terry Hamer and Carl Anguish **Secretary:** Lynsey Hamer **Treasurer:** Paula Anguish **Safety Officer:** Stephen Gledhill **Contact:** 07725 231104 (Lynsey) 07954 383798 (Paula)

“Our mission statement is to give back to motocross riders what they put in,” explains Lynsey Hamer, secretary at MX90 – and it’s the Yorkshire-based family-run concern who are providing this month’s filling for another tasty Club Sandwich feature.

MX90 were formed by Lynsey and Terry Hamer with the help of Paula and Carl Anguish in 2007. “We were sick of riding at either rubbish tracks with friendly clubs or at big tracks with people who didn’t know your name or face even though you had ridden there for the past five years,” explains Lynsey. From that comment it’s obvious straight away this is one lady with a real passion and commitment for what she’s doing.

On the subject of atmosphere and recognition, the first thing that really impresses me at Finningley for the final round of the MX90 club championship is indeed a sense of it being almost like one big happy family in the paddock. And when a group of guys – namely Callum Whaling, Joe Anguish, Ben Appleyard and Jake and Zac Biggs – get together I ask them why they choose to ride MX90? To a man they are unanimous – it’s total loyalty to the club that promotes a friendly atmosphere and a real sense of camaraderie. Job done there Lynsey!

With a club membership of 278 this year – and a best of 350 in 2008 – this relatively fledgling band of musketeers must also be getting a few other things right too. Lynsey is at great pains to stress that MX90 is a club in the very best sense of the word and not a business run for profit.

“Motocross is facing a whole new threat at the minute with many clubs being challenged by business ventures that masquerade as traditional MX clubs. When we set up my intention was to make motocross as easy as possible to ride for anyone. A club should exist for its riders, not vice versa.”

To that end MX90 doesn’t charge for a youth day licence and everyone is more than welcome. They only race on top-quality, well-prepped circuits and all the marshals are supplied. The club have a modern and promptly updated informative website and on race days it’s silverware all the way down to 10th place for everyone – kids and adults included – with another £300 on top in prize money for the big fellas.

Okay, we’ve talked the talk – but how did the walk out on the circuit go? The club have a reputation for efficiency together with a fast turn-around of races and that’s all too evident to see on a wonderfully warm and sunny autumnal day. Centre stage it’s Terry Hamer fully wired for sound and with a firm hand on the tiller as a mixed entry of 165 youth and adult racers close out the 2010 season.

Early doors there is another show of calm professionalism with a couple of prangs at the top of the



Four riders take a ringside seat



The lap-scoring ladies hard at work



Kenny Ryalls tears up the Finningley track



Encouragement for Autos Ben Butterill, Lewis Wood and Leo Eden



Daly Coldron yanks the holey

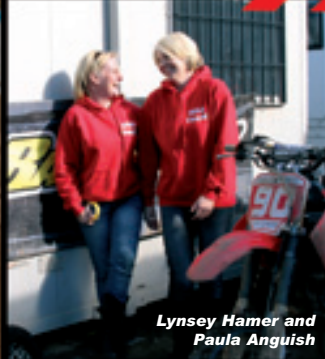




Stylish stuff from Oliver Costerdine



Dexter Douglas gets third in the Smallies



Lynsey Hamer and Paula Anguish



Well, it's better than pushing!



Alex Hamer



Ryan Campion grabs a handful



High-flying Kurtis Griffiths



'Jedacious' Jed Etchells



Kenny Ryalls and Thomas Moule wait for their race



start straight dealt with swiftly by the modern medical services. There are also quad-mounted rescue units on duty available to retrieve any stricken riders – and the occasional small machine too. All very impressive and it keeps the show rattling along nicely. When you add the fact that the club also have a dedicated safety officer in Stephen Gledhill – and that safety also encompasses verbal abuse and attitude from both parents and riders – I think I can say in all confidence this club definitely walks the walk and ticks the boxes.

In the Autos Rossi Beard looks like a real class act and definitely one to watch out for in the future as he wins all three races in storming fashion. In the 65s there is a terrific little three-way tear-up developing between Jed Etchells, Scott Russell and Oliver Costerdine. Unfortunately, Oli's machine goes pop in heat two but there is no stopping 'Jedacious' as he goes three from three with Scott ending up in second overall.

Will Jeonney proves to be another three times winner in the SW section getting the better of Keenan Armstrong who cards a second place triple. In a tight fought division Dexter Douglas claims third with Sonnie Edwards fourth and Luke Reading fifth. With a consistent 2-2-3 card Ben Appleyard wins the BW section with the heat wins going the way of the Kenny Ryalls first time out and then Sam Norris with a fully pumped brace. In the youth Open section there are three different heat winners with Thomas Kirk, Daley Coldron and Ryan Campion all nailing one apiece. Coldron takes the overall however with Kirk second and Campion third. Adam Darbyshire second time out on a 250F Honda claims fourth.

At the end of the day with this club quite obviously concerned about the future of youth MX I ask if they could implement one rule change across the board for all codes to improve matters what would it be?

"Everybody should be able to take a day

licence as a youth rider for free," reckons Lynsey. "We absorb the cost or negate the charge actually – why shouldn't all clubs? It would encourage inter association riding and make it much cheaper for the riders."

"Above all the future of motocross relies at any level with people who have a passion for the sport and the people who take part. I don't think riders particularly care what organisation or club they run under – they just want to come, race, have a great experience and go home. If a club can't enable this they will fail. This may not be a bad thing – there is a proliferation of clubs at the minute so it is easy not to have loyalty."

"When things get tougher next year and business clubs start struggling they will quit – after all, when you run a club as a wage earner and don't make money you will jack it in. We traditional members clubs will keep going regardless as long as we can break even – and we will be the ones left standing. This is because we do it for the riders – and the riders know it!"

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Danny Lanfear gets the Order of the Fox Boot Camp!



Finalists, from left, Jack Plowman, Jack Eldridge, Danny Lanfear, Tom Hume and Chubbie Hammond

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BOOTIFUL!

THE FOX BOOT CAMP ELITE BRAVE THE ELEMENTS AT APEX

Anyone who has attended the Red Bull Elite Youth Cup this past season has been witness to some brilliant action as the youth of today banged bars all year long in their aim to be the professional stars of tomorrow. It's simply been some of the best motocross action in the UK throughout 2010 as the youngsters battle to win the titles in their respective classes.

And it's not just been the prospect of EYC titles that has had them trying to take lumps out of each other on the race track, there's also been another incentive – The Fox Boot Camp!

The innovative scheme conjured up between Fox Racing Europe and the MC Federation gave riders a chance to be a fully-supported Fox athlete for 2011 and has been a success yet again. The concept is quite simple. At each of the eight rounds of the Red Bull Elite Youth Cup the guys at Fox selected a rider to attend the end-of-season Fox Boot Camp where they got to ride with Fox Europe's pro riders and one of them was chosen as the 2010 Fox Boot Camp winner.

Unfortunately, the sun didn't shine on the big day but the selected riders did. The chosen venue was Apex Motocross at Worcester and track owner Lee Jones did an amazing job in getting the track in prime condition, even though the good old British autumn weather was doing its best to spoil the day. The track took on water and rode really well with all the wood chippings that Lee mixes into the circuit and the kids and pros churned out plenty of laps.

Some of the winners were unable to make it and ruled themselves out of contention. Round one winner Keenan Hird broke his foot the weekend before, Conrad Mewse was away on

holiday and Jordan Divall had already committed to a training school in Holland. So that left Tom Hume, Danny Lanfear, Chubbie Hammond, Jack Eldridge and Jack Plowman to fight it out and impress Fox pro riders Brad Anderson, Jake Nicholls, Stephen Sword, Carl Nunn and Elliott Banks Browne enough to win.

Just as they had been selected at each individual round of the Red Bull Elite Youth Cup championship, the riders were being judged on their style, technique, personality, attitude and media skills. Each rider had to spend a few minutes being interviewed in front of the camera for a video Fox Europe are producing on the Boot Camp day and they all handled themselves confidently.

Out on the track the lads were ripping round and were pounding laps long before the pro riders joined them for a tear-up after they spent time to watch them ride and assess their performance. It was a cool experience for the kids and one they were all thankful for. The pro riders not only gave them some riding tips but also advice on how to handle themselves away from the bike and what pitfalls to look out for further down the line as they try to make a career out of motocross just like them.

Once it had stopped raining and the day was done the pro riders all got together with Fox Europe's Rider Support Manager Mark Stokoe to cast their vote – kind of like X Factor without the glamour and manufactured drama – and the team decided the 2010 Fox Boot Camp champion was Danny Lanfear with Chubbie Hammond taking the runner up spot.

"I know people would say this but it really is like a dream come true for me," says Danny. "When I was younger I thought it would be

amazing to be sponsored by Fox and now it's happened. I've been on the Suzuki team this year and couldn't wear Fox but this means so much to me. It was a shock. You know that you want to be picked and it could be you but when it happens it still comes as a surprise.

"I'm definitely going to be putting up on my facebook status that I've won. It's such a good feeling, even more so because I've tried so hard this year to improve and it's brilliant that the pro riders thought I was the best. It was such a brilliant day riding with them."

Danny will receive his first batch of Fox kit as part of the Red Bull Elite Youth Cup presentation at this year's Dirt Bike Show and Chubbie will get his hands on a full set of Fox racewear as runner-up. Hammond spent most of the afternoon riding Elliott Banks Browne's Pulse/DB Racing Honda after he sheared the gear lever off his CRF150 and the pros were impressed with how well he rode a 250F for the first time.

Mark Stokoe was impressed with all of the riders. "The level of performance from all the Red Bull Elite Youth Cup riders this year has been amazing and it's been really hard to select the riders from each round. I wish we could support them all really! It's was a tough decision to find the winner but Danny deserves it. He's been strong and consistent all year and performed well on the day.

"Apart from the weather trying to dampen the spirit it's been a great day and I'd like to thanks the MC Federation and Lee at Apex for helping us make it happen. I'm already looking forward to the 2011 Red Bull Elite Youth Cup now to see Danny and all of our riders perform and hopefully find some star performers again. I'm sure we will."



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Track: "Whitby."

Movie: "Avatar."

Best friend in the paddock: "I have loads so I'd rather not say just one."



SPOTLIGHT ON... RYAN VICKERS

Hometown: Thetford, Norfolk **DoB:** 19-2-1999 **Sponsor:** Putoline

Competing in the EYC 65s he was definitely up against the very best with, among others, Albie Wilkie, Keenan Hird and Taylor Hammal on the startline. But for 11-year-old Cobra Kid Ryan Vickers the 2010 season would ultimately prove to be a campaign of two very different halves.

The year kicked off at Foxhill with a somewhat distant third place overall finish behind the runaway duo of Wilkie and Hird. Following the next two rounds it all looked very solid and creditable with fourth and fifth-placed overalls on the board – but the best was yet to come.

Ryan describes Whitby as his favourite circuit and the fourth round action there delivered his first individual moto win of the year together with the top spot on the Red Bull box. The overall win and confidence gained at Skelder Bank proved to be a massive tipping point and Ryan went on pressing the button for the rest of the season to quite incredibly nail 14 of the remaining 20 heat wins.

Ryan took overall victory at all but the Canada Heights round and he duly lifted himself into the runner-up position behind champion Hird. The run of spectacular form that began at Whitby and carried on through Pontrilas, Canada Heights, Foxhill and Wakes Colne represented the best individual five-round performance by anyone in top flight youth motocross this year.

Just recently Ryan was a member of the Cambridge crew at the ACU team event and I popped my head under the Cobra awning to ask him a thing or two.

Rage: Congratulations on your sensational results since Whitby! Is there any particular reason – did you get a new super-fast Cobra or something?

RV: "No, it wasn't a new bike but we did sort it out. They actually took the edge off the engine speed and fitted a new set of forks. The result was a bike so smooth I could ride it flat-out with confidence."

Rage: On the question of machinery, how do you think the Cobra compares to the mainly KTM 65cc opposition and what are you doing for a SW ride next year?

RV: "I think the KTM just about has the edge all things considered but the Cobra has proved to be more than good enough. For next year we are looking at testing a few different bikes and have been offered a ride on the new TM85. At the moment we have an open mind."

Rage: What are the racing plans for 2011?

RV: "Definitely the RBPN again as the main competition with Cambridge club events to fill in and maybe BYMX..."

Rage: Thanks for all of that Ryan – who do you have to thank for the behind-the-scenes help?

RV: "Oh yeah! Big thanks to Airoh for the brilliant helmets and Putoline, Thetford Auto Parts, CI Sport, BOC Gases, Kes Cabs, SPC Printers, Shadwell Stud, SP Deal Storage and Cosy Carpets for all the other help."

UP FOR THE COUPE!

SUPER SIX SLUG IT OUT IN BELGIUM

At the very same time that the guys of the BYMX were slugging it out around Marshfield for the end-of-season bragging rights in the ACU Team Event there was a very much more prestigious battle for team honours going down at Angreau in the south west of Belgium.

The Coupe de l'Avenir has a pedigree that goes way back to the 1960s when six-time world champion Joel Robert decided to set up an event to showcase the very best in youth talent. In the past the likes of Gaston Rahier, André Malherbe, Stefan Everts and Steve Ramon have all won the main prize before going on to become a world champion and in more recent times Jeremy Van Horebeek in '07 and Evgeny Bobryshev in '08 were the ultimate victors. The competition has changed its format over the years and now takes in approximately 15 nations each year to compete.

There was no official entry from the ACU this year but Andrew Ward is just about the most enthusiastic MX dad you'll ever come across and he is always more than keen to fly the flag at every opportunity. Andrew decided to put together an independent team rubber-stamped by the ACU but with an expenses sheet courtesy of the Belgian Federation! Nice work Andy!

The six-man England squad consisted of Jack Rowland (18 – MX3), Brynn Clarke (17 – MX1), Bradley Ward (14 – MX2) and the three-rider 85cc team of Connor Clark (14), Micky Eccles (13) and Liam Knight (14). Team Manager Andy knew at the very outset that his crew were right up against it. "We know it's gonna be a tough weekend," he admitted prior to the event.

"We certainly have the youngest team and with the cream of Europe's under 21s on the start line it definitely won't be easy but, hey, if these kids don't have the opportunity to ride at events like this when will they ever reach the level of our European competitors?"

When the team arrived at the circuit it was no real surprise to find the course in absolutely mint condition and the organisation spot on too. The sun was shining and the 85s were first out to bat. In the opening 20 minutes plus two lap thrash Connor Clark put in his best ride of the year to claim a fantastic fourth place finish with Liam Knight battling his way through for 14th. Despite a puncture and a pit stop Micky Eccles still came home in 27th.

Second time out the track had roughed up quite a bit and it presented even more of a challenge to our brave Euro fighters. Getting the better of the gnarly conditions, however, Clarky proved to be our top man again this time in ninth with Eccles in 12th and Knight in 16th. When it was all totalled the Brits were joyous and quite brilliantly on the podium in third place – well done guys!

The main Coupe races were 30 minutes plus two lap affairs and in the opener Bradley Ward and Bryn Clarke posted 22nd and 23rd respectively. Bryn was out again for race two, this time partnered by Jack Rowland. Both guys got away to a good start and were mixing it up well with the midpack runners. On lap three Bryn took a dive and that relegated him to the back but he recovered magnificently in the circumstances to finish in 23rd with Rowland posting 19th.

For the third and final race the circuit was at its toughest and possibly the roughest either Ward or Rowland had ever encountered. Rowland put in his best start of the day to run 11th early doors. Ward hung on in there for a gutsy 26th at the flag as Rowland eventually carded another 19th.

"Both guys gave it everything and were just glad to see the final flag," says Andrew. "To say that last race was exhausting would be the understatement of the year but it was a great event all around and I'm so proud of all six of them. All the riders got on well and gave each other great support. We'd like to thank Fox Europe for the team shirts, Jason at Teebee motorcycles for his support and Jim at Motoshack for the backgrounds and shirt printing. Roll on next year and we can do it all again..."



GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at mikegurney55@yahoo.co.uk



SX EDUCATION!

BILLY GOES BACK TO SCHOOL WHERE HE HAS TO LEARN HOW TO BECOME A SUPERCROSS RIDER...

Words by Billy MacKenzie Photo by Matty Muir

It's been a boring month this time guys, sitting at home waiting on bones healing is about as exciting as it's got. There's not even a Jeremy Kyle type show over here I can watch during the mornings so I've resorted to YouTubeing him! Bit sad, huh? The life of an injured MX rider...

Okay, it's not really been that boring I guess and since being back I've finally settled into a new house in Toowoomba, close to the team and tracks again in preparation for supercross and next year. I got man of the match playing indoor football a couple of weeks ago too! Kinda like that Japan thing, I just had 'one of those days' and scored four quality goals!

So here's a day-to-day rundown of how it's been going in supercross practice since I got the all-clear for riding again.

DAY ONE OF BILLY BEING A SUPERCROSS RIDER

It's a Friday afternoon, the sun is out and I head down to my mate Matty Haworth's private supercross track with my practice mechanic and 'manfriend' Benny Lane. The team have already headed down to Canberra for the second round of the supercross and I have orders to stay behind and get the laps in.

I have a freshly prepared bike, new kit (the correct size), new boots, goggles and I'm feeling fresh! The graphics are a little bit shiny for my liking but I feel like I 'look' like a supercross rider – now it's time to do some jumps. I tell myself that today is just gonna be a warm up, just make sure I do all the jumps and have some fun on the bike.

My timing is pretty spot-on for most of my first attempts at the triples and rhythm sections, I seem to have a good eye/hand co-ordination and start putting some sections together. Bearing in mind though guys, I'm there by myself so there's no pressure to go fast, I'm simply just enjoying riding the bike again. I have a few over-jumps as I start doing the triple, triple, triple sections but overall I have fun and feel like I could improve.

The whoops are looking a bit angry today but I'm keen to give them a blast after watching Chad go through them at the first round. It looked so easy! I dedicate a whole 10 minutes to just blasting through them until I get a good feeling. With whoops you have to hit them with dedication or it just won't work. There's no point in going for the 'little bit faster' approach each time, it has to be all or nothing if you are gonna learn how to do them which is what I do! Sometimes it works, sometimes it doesn't – but overall for my first real day of riding supercross I'm happy with my whoops skills!

DAY TWO OF BILLY BEING A SUPERCROSS RIDER

It's the day after – a Saturday – and it's getting really hot here now and I can feel my body aching already from yesterday! My calves are pumped up from hitting the whoops all day and my shoulders feel weak. Still, today I might try string some laps together. The track is really hardpack and the whoops are starting to get that horrible square edge on them so every time I try skipping them I almost come to a complete stop. It sucks.

I say to myself to go do a five-lapper! It may not sound like much (okay, it isn't much at all) but I'm trying to be sensible and build up like advised. I've done all the jumps now and I'm making fair progress in the whoops so now's the time to try and string laps together with no mistakes.

It comes really easy to me this five-lapper – it isn't hard at all! I didn't expect it to be that hard but, then again, I just didn't know if it would be! So five laps done, I feel happy and I manage it with very little mistakes. A couple of little panic revs and a bit slow through the corners but nice and smooth over the jumps and feeling comfortable.

Since the five-lapper went so easy I figure I'll step it up with a 10-lapper. Again, I'm just riding at my own pace but towards the end I get a bit throttle happy and I notice I'm holding my breath through the whoops too. All these things are coming to light now I'm starting to push a bit more. The last lap my chest gets really tight and I finish the moto a bit puffed out! Not ideal I think to myself and I feel really out of shape!

I have a little drink and a chat, change a rear tyre and try some different bar positions after noticing a few niggles. I say to Benny that I'll just go out and do what I can and for him just to count the laps. So I pop out onto the track for the last time and find myself in a really good flow! I'm putting down a lot faster laps and starting to relax my shoulders a bit more over the jumps. My corner speed is loads better which in turn makes me concentrate more for the upcoming jumps.

Before I know it Benny's giving me the 10-lap board and I'm hardly out of breath – it feels great! Only when I step off the bike does Aquaman (my nickname for sweating a lot) come out to play!

DAY 3 OF BILLY BEING A SUPERCROSS RIDER

It's Tuesday now and today is probably the worst day. It starts off real good – I get up and go for a nice casual 40-minute run along the river, do a bit of stretching, eat some nice lunch then set off to a different track where there are a few boys I know

riding. I've been to the track before just to watch the guys while I was healing up – it looks cool but also a bit technical.

Hansen is there just killing it so I feel a bit out of my depth to start off with I guess. I don't let it phase me though, I just see it as a way of watching and learning how it should be done. I'm trying a few things and again just getting in the mode with doing all the jumps and stuff. The whoops at this track are really wasted! Rock solid and vertical the whole way through. You have to come in with so much speed just to get your front wheel to hit that part right at the top of the whoop. Very, very little room for error and Hansen is even having a little bit of trouble in them.

Anyways, the day just doesn't go well, I keep over-jumping things, hitting stuff in wrong gears, I'm fighting the bike a lot and don't feel all that confident on the take-offs of the jumps. I just ride round and mess around on the sections but don't really put any decent laps in. My bike isn't feeling right, the back end keeps swapping from side to side and my forks feel really soft on this track. The track is a lot different to the one I'd been riding at the weekend – it's more compact and requires a lot of 'stop start' braking compared to the other one which has more of a flow. Anyways, I sleep on it and think about what I can improve for tomorrow.

DAY FOUR OF BILLY BEING A SUPERCROSS RIDER

It's Wednesday and we head down to the same track. Reardon and a few other guys are riding today. We have the hoses out and give the track a good water so it's in good condition.

I chat to Benny and Troy about possible options for improvement from yesterday and there are some big changes we make which completely change the feel of the bike. I go a whole lot stiffer on the forks, up a tooth on my gearing so I can use second gear without having to use the clutch and make some major improvements to the back end.

The day starts off mega, I go straight out and cut a 10-lapper really smooth and consistent. I feel good and notice my pace isn't too far off the other guys. Throughout the day we keep making adjustments here and there and after having a little bad patch we end on a really strong 10-lapper. I'm carrying good corner speed, keeping my feet up and getting the whoops loads better. I start transferring my weight forward between the rhythm sections and start to get more confident in the air. I start to feel like a supercross rider!

Billy MacKenzie



DEAN WILSON



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